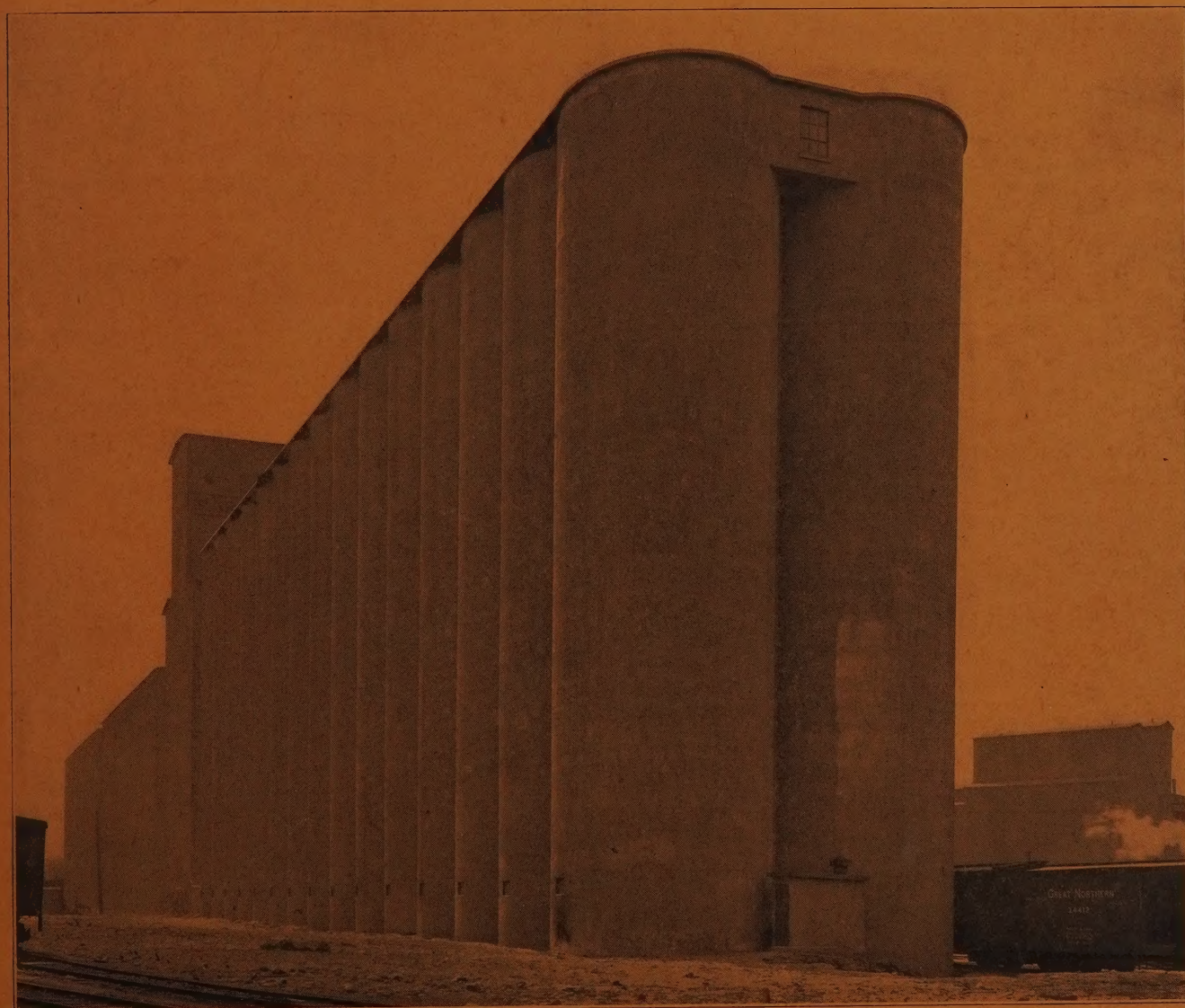


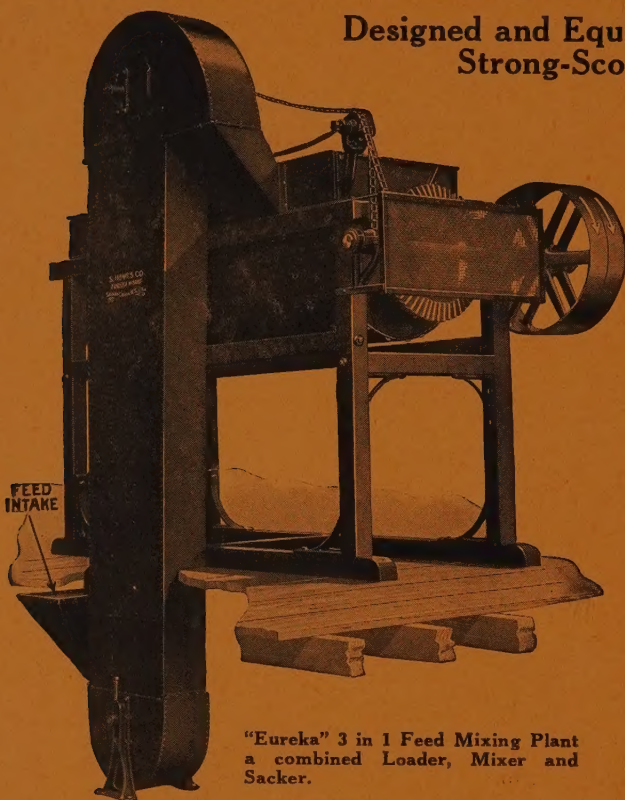
Devoted to the construction and operation of better grain handling plants.



The Marquette Elevator and Reinforced Concrete Annex at Minneapolis.
For description see page 408.

Modern Mixed Feed Plants

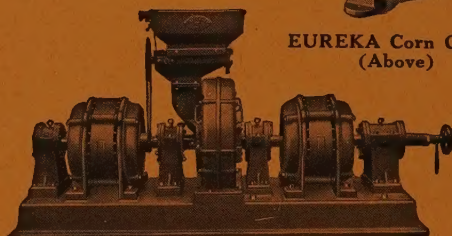
Designed and Equipped by
Strong-Scott



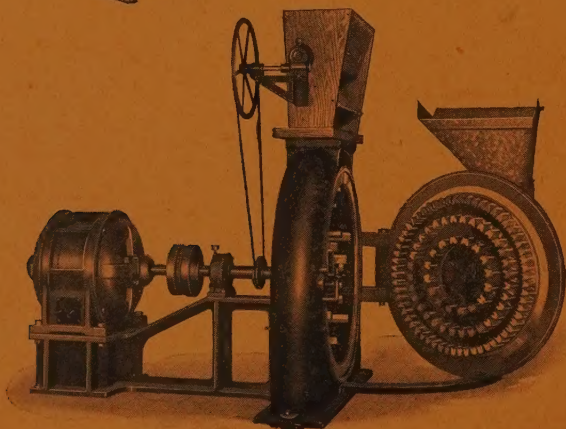
"Eureka" 3 in 1 Feed Mixing Plant
a combined Loader, Mixer and
Sacker.



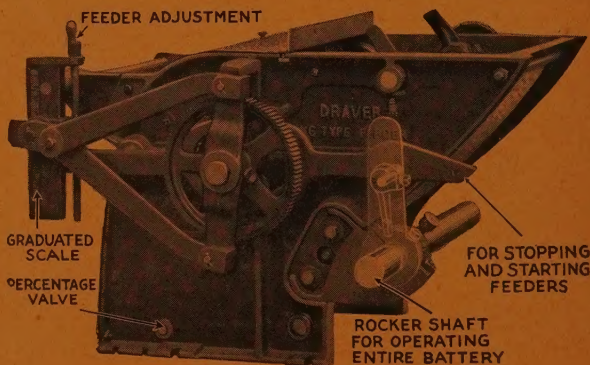
EUREKA Corn Cutter
(Above)



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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Morris Grain Co., grain merchants.*
Pope & Eckhardt Co., commission merchants.*
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Gladney Grain Co., consignments.
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Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, milo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Udpike Grain Corp., consignments.
Vanderslice-Lynda Co., commission.*
Wilser Grain Co., consignments.*

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Hiawatha Grain Co., screenings.*
Malinquist & Co., C. A., receivers and shippers.*
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Therrien, A. F., broker.

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Hardeman-King Co., millers, grain dealers.*
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Okla. City Mill & Elev. Co., millers, gr. dealers.*
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Seannel Grain Co., E. M., grain and feed.
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Trans-Mississippi Grain Co., receivers and shippers.*
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Receivers and shippers of all kinds of grain.

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Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
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BUYERS—SHIPPERS
Wheat—Corn—Oats
Established 1884 Greenville, Ohio

Send Your Offerings to
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Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered. Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1¾ lbs.

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Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

E. H. BEER & CO., INC.
Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

GROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

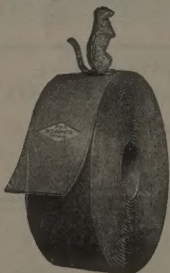
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The Sheets Elevator Co.

GRAIN—HAY—STRAW

Cleveland, Ohio

Elevator Supplies



No matter what you need in the way of grain handling equipment or supplies you can get it from us promptly and at the right price. Our stock is the largest and most complete in the country including such items as

KEWANEE TRUCK LIFTS
AMERICAN ELECTRIC MOTORS
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Write for a free copy of our new 256-page Catalog for 1926, with wholesale prices.

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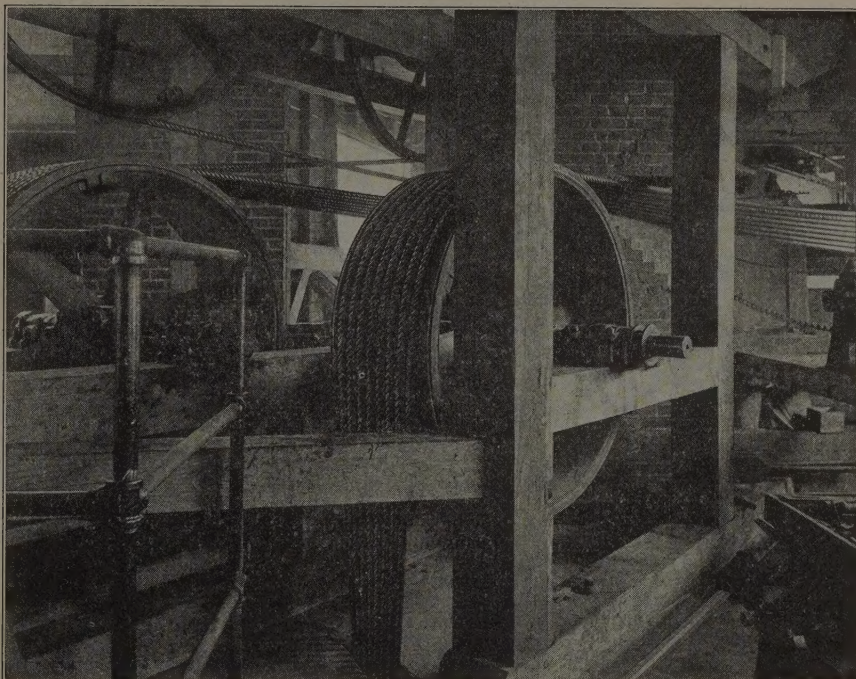
We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars.

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.



Save Space With Rope

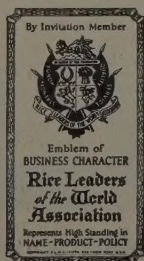
The installation of a Rope Drive has often resulted in the saving of valuable space, for this type of drive can be readily used to transmit power around corners or difficult angles.

The feature of space saving is alone valuable enough to warrant an investigation of Rope Transmission.

Columbian *Tape-Marked* Pure Manila Transmission Rope is a leader in the Transmission Rope field. Its enviable reputation was established on quality and long,

continuous service. It is made from the proper fibre which is selected especially for this rope. The confidence of the manufacturer is built into Columbian Transmission Rope, to the extent that the Columbian Rope Company stands firmly in back of every coil which contains the red, white and blue *Tape-Marked* and the red and blue outer yarns.

The Columbian book of Rope Transmission is an excellent text book on this subject. Write for your copy.



Columbian Rope Company

322-60 Genesee Street

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Branches: New York Chicago Boston New Orleans





"Simon" Travelling Pneumatic Grain Plant at Glasgow Docks, working in conjunction with Elevator Legs

REDUCE WORKING COSTS

BY DISCHARGING
GRAIN VESSELS
BY SUCTION

Eliminate ploughing and sweeping-up by installing a Simon Pneumatic Grain Discharging Plant to work in conjunction with the Elevator Legs. High average capacity maintained.

Definite savings in time and labour secured.

Scores of Plants supplied for use at Ports, Elevators and Flour Mills.

Simon Suction Plants also installed for handling coal at Power Stations.

FLEXIBLE—LABOUR SAVING—DUSTLESS

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HENRY SIMON, LTD.

ENGINEERS, MOUNT STREET
MANCHESTER, ENGLAND

DIXON'S ALUMINUM-GRAPHITE PAINT

Prepared primarily to meet the requirements of gas, oil and industrial companies and particularly recommended wherever a light colored paint is desired.

Back of this new product stands our century-old reputation, as well as 65 years' experience in paint manufacturing.

Dixon's Aluminum Graphite Paint is composed of aluminum and flake-silica-graphite as a pigment and boiled linseed oil as a vehicle. The aluminum is of flake formation and thus easily combines with the flake graphite, lapping over like fish scales and providing a covering of unusual elasticity and durability.

The value of flake graphite as a pigment has been thoroughly proven and is generally accepted. The combination of aluminum and graphite results in a paint that is not affected by gases, fumes, and which resists sunlight, air and moisture. Reflecting light and heat, it will keep the temperature of tanks, etc., considerably lower than is possible with darker paints. Ask for circular 15-AB.

Additional information and prices will be sent upon request.

JOSEPH DIXON CRUCIBLE COMPANY

Established 1827  Jersey City, N. J.

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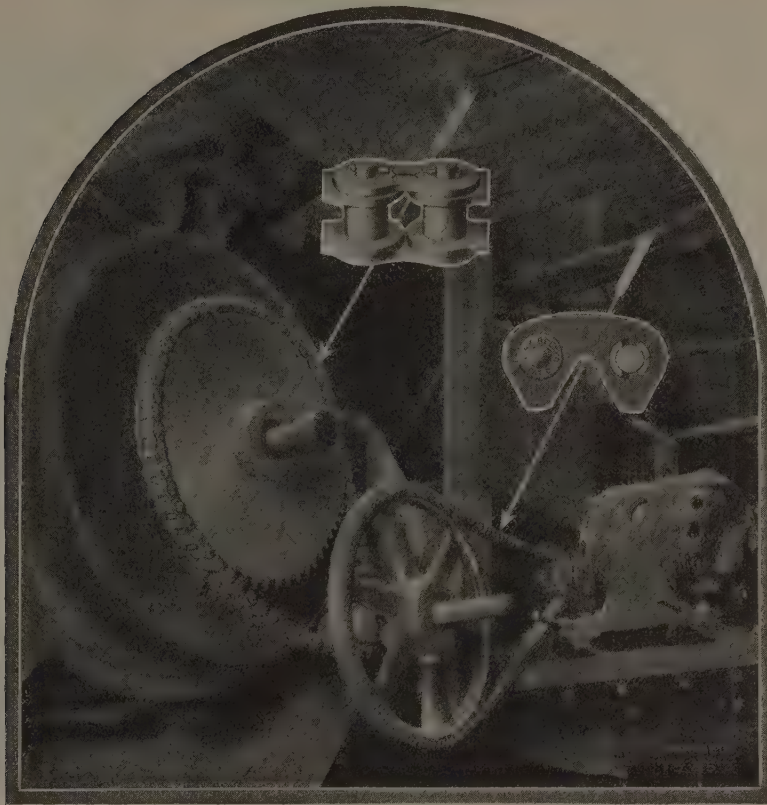
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lubricating System
Agricultural Gypsum	Magnetic Separator
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Bags and Burlap	Mustard Seed Separator
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{Ball	Oat Clipper
Belting	Pneumatic Conveying Equipment
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Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BUREAU

Grain Dealers Journal, 309 So. La Salle St., Chicago



Your Search For An Economical Reduction Unit May End Here—Because—

Link-Belt Silent Chain makes a safe, trouble free, dependable drive, which operates efficiently (98.2% efficient on actual test) under practically any condition. When combined with Link-Belt Roller Chain as illustrated, it proves an ideal double reduction unit.

Write for Silent Chain Data Book No. 125, and Roller Chain Data Book No. 257. Address the nearest office.

NOW you can get Link-Belt Silent Chain Drives from
1/2 to 10 H. P., from stock in many cities.

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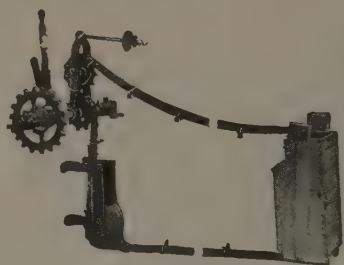
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We build our chain feeders to deliver the capacity of the U. S. sheller which is sufficient endorsement of durability and capability.

Get Your Grain In—And The Farmer Out—In a Hurry. The Cost Is No More

Here is your combination for speed and insurance against the costly "Choke-up."

The U. S. Chain Conveyor and Feeder
The U. S. Pitless Corn Sheller
The U. S. "V" Type Elevator Bucket



The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

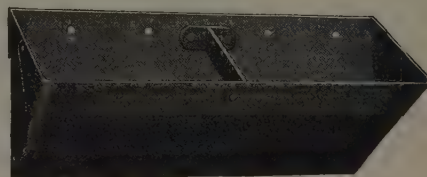
Priced accordingly.

Statement by Owner

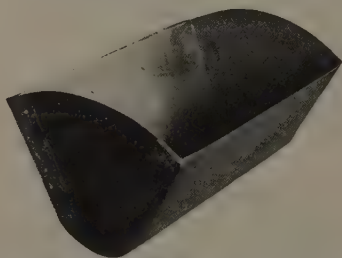
"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."

Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment
and XXth Century Flour Mills.
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Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.



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Extensively used by U. S. Dept. of Agriculture,
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Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels;
foreign material other than dockage; wheat of other classes;
acidity test of corn, etc.

Accurate

Rapid



Sensitive
Durable

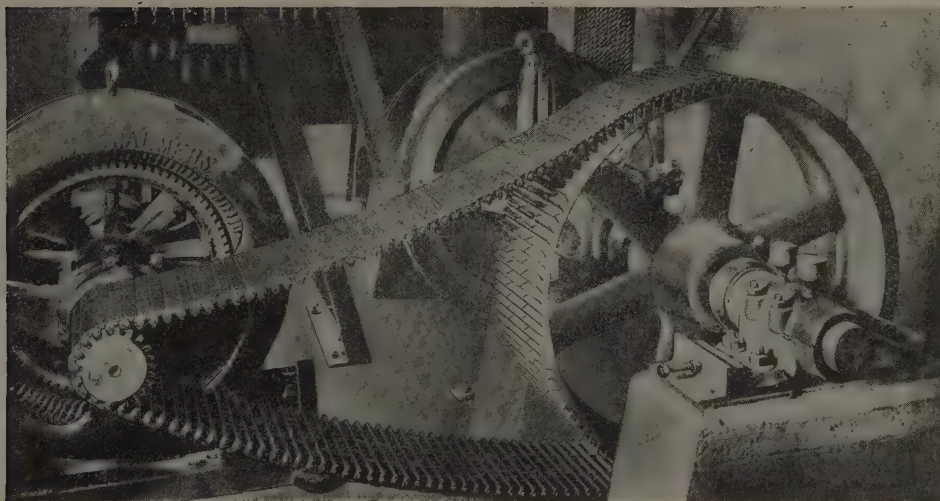
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TORSION BALANCE CO.

New York

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100 h. p. Morse Silent Chain Drive Transmitting Power from Motor to Elevator Head Drive, 690 R. P. M. Driven, 106 R. P. M. 39 Drives, Totaling 1450 h. p. in Soo Elevator, Minneapolis, Minn.; Folwell-Ahlskog Co., designers and constructors.

Standard parts for modern elevators

More and more modern grain elevators are standardizing on Morse Silent Chain Drives as integral parts of their elevators. Day in and day out, for years and years, sure service is provided.

Positive, flexible, 98.6% efficient. Immune to dirt, dust and dampness. Over 5,000,000 H. P. installed and many still serving after 15 and 20 years of use. 6,000 to 250 r.p.m., one-tenth to 5,000 H. P., especially effective on short centers.

Bulletin No. 28 illustrates and describes many Morse Drives in grain elevators. Morse Engineers are always available.

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The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

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Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc.

Consult us regarding your grain elevator needs.

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WEBSTER



"Eureka"—"Invincible" Grain Cleaning Machinery



THE MARINE ELEVATOR, BUFFALO, N. Y.

The Two Million Bushel Unit Now Under Construction is Outlined in White
When the new plant is completed, the elevators will have a capacity of 2,650,000 bushels

The following was copied from the Marine Elevator Company's prospectus:

"The equipment being installed in the plant is the best obtainable. Two mammoth marine legs will each have an unloading capacity of thirty thousand bushels per hour, and each of the three outstore or loading legs will have a capacity of twenty thousand bushels per hour, or a total unloading and loading capacity of sixty thousand bushels per hour."

In this instance, as in so many others, "Invincible" Cleaning Machines were selected

Some day better machines may be built but they will still be
"Eureka" and "Invincible" Grain Cleaners

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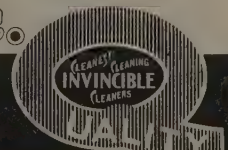
S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



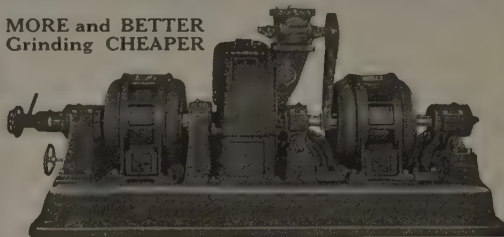
European Branch: 64 Mark Lane, London, E. C., 3, England

For Greatest Profit In
Feed Grinding, Employ The

UNIQUE

BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramping device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

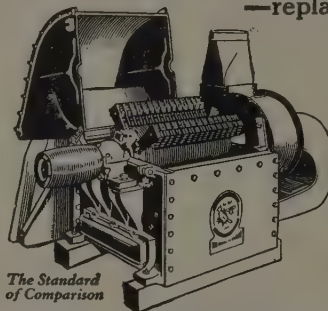
"JAY BEE"

J. B. SEDBERRY

Crusher—Grinder—Pulverizer

Grinds Any Feed to Any Degree of Fineness

The "Jay Bee" delivers larger capacities with less horse power than any other mill. The "Jay Bee" has no burrs, no knives, no rolls, no breaker plates. Manganese steel hammers, each having sixteen cutting edges reduce friction to a minimum—keep up—keep cost down—replacement parts few.



The Standard
of Comparison

Investigate today.
Write for full description and prices.

J. B. SEDBERRY INC.

132 HICKORY ST.
UTICA, N. Y.

Beware of imitations. All infringements will be vigorously prosecuted.

The "HALSTED" HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

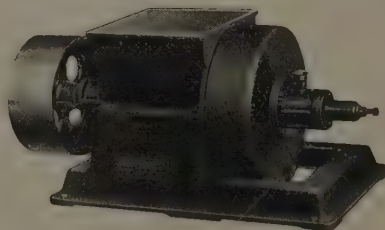
Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

Incorporated

SYRACUSE, N. Y., U. S. A.

DREADNAUGHT EAR CORN CRUSHER



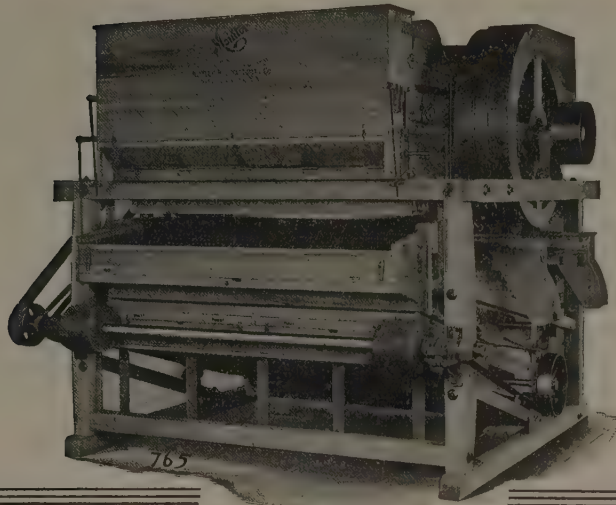
SUPERIOR CONSTRUCTION

Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

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PORT HURON, MICHIGAN



A Mutual Need

**You for the best cleaners you can buy
We for your business**

Naturally, to get that business, we must offer you something especially good. Well, we do just that in the line of MONITOR Cleaners and Oat Clippers. Watch what machines go in the big plants, the particular ones. For instance, we are just shipping

- 2 No. 15B MONITOR Separators.
- 4 No. 11 MONITOR Oat Clippers to Mo. Pac. Ry. Elevator, Kansas City, Mo.
- 1 No. 15 B MONITOR Separator
- 1 No. 11 MONITOR Oat Clipper to Enid Terminal Elevator Co., Enid, Okla.
- 2 No. 11 MONITOR Oat Clippers to Penna. Ry. Elevator, Philadelphia
- 1 No. 11 B MONITOR Separator to Burrus Elevator Co., Dallas, Texas.

These speak for themselves; you can bank on their judgment.

Huntley Manufacturing Company

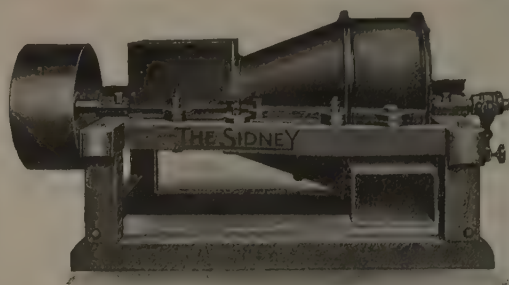
Department B

(Eventually
Brockton, N. Y.)

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Will Hill, 615 Credit Foncier Bldg. |
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Sidney Corn Shellers

All Styles

The Standard for Years

High in Quality--Low in Price

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

The Sidney Grain Machinery Co.

Sidney, Ohio

Successors to Philip Smith Mfg. Co.



The Richardson Automatic Grain Shipping Scale

at St. Louis is weighing under official supervision, and the results have been accurate within 1/54 of 1%. Nine carloads taken at random (729,000 lbs.) show an error of only 135 lbs.

Install a RICHARDSON Fully Automatic Scale in YOUR elevator. Thousands in use all over the country.

Claims are paid when Richardson-weighed

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A Gruendler

WHIRL-BEATER

produces a better feed
with less power

Send for illustrated literature
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Our Improved Railroad Claim Books are designed especially to expedite the collection of grain, seeds and feed claims. They facilitate the filing, and contain spaces for all the necessary information in the order which assures the prompt attention of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

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411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL

309 South La Salle Street

CHICAGO, ILL.

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OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

GRAIN ELEVATOR BUILDERS



Folwell-Sinks Form Lifting

JACKS and **Steel Yokes**

for Grain Elevator, Silo and
Coal Pit Construction

Write for literature and prices

Manufactured and Sold by

NELSON MACHINE CO.
WAUKEGAN, ILL.

Patented

Younglove Construction Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING

Concrete Pits that ARE Waterproof

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Sioux City, Iowa

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Designers and Builders of
**MODERN MILLS,
ELEVATORS and
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SPRINGFIELD, MO.

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Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
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Weller Metal Pmts. Co.

Chicago Office Factory
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SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices
W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

A. F. ROBERTS **ERECTS** ELEVATORS **FURNISHES** CORN MILLS WAREHOUSES PLANS ESTIMATES MACHINERY KANSAS

SABETHA

J. E. STEVENS

53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

HICKOK Construction Co. **ELEVATORS** MINNEAPOLIS

★★ The Star Engineering ★★ Company

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

HORNER & WYATT

Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.
Preliminary Sketches and Estimates,
Valuations and Reports.
New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

It is the returns from advertising that
permits the maximum of service to our
readers. Please specify the **Grain
Dealers Journal** when writing an
advertiser.

S. E. DYSON

Chandlerville, Ill.

Building and Repairing
Grain Elevators

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising
pages as well as our reading matter columns present real opportunities to alert
readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.



One of a
Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



Missouri Pacific Railroad Co.

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

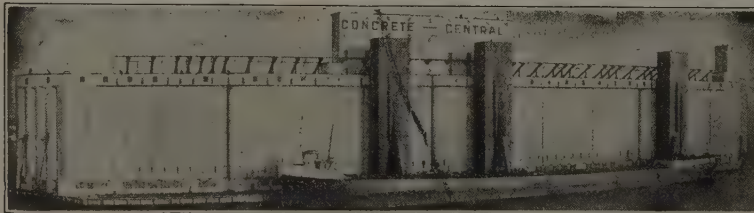
DESIGNED AND BUILT BY

Folwell-Ahlskog Co.

Engineers and Constructors

323 N. Michigan Ave. Chicago, Ill.

Operated by
The Eastern Grain,
Milland Elevator
Corporation

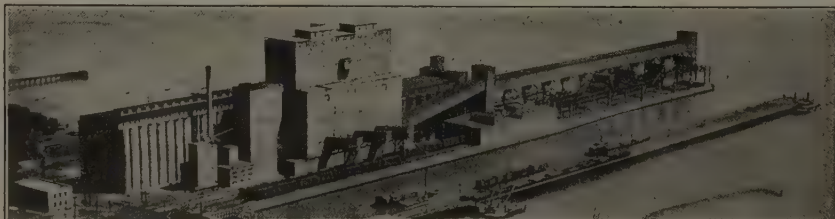


Concrete-Central
Elevator, Buffalo, N.Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

James Stewart and Company, Inc.

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 800,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit of 250,000 bus. storage completed early in 1925.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

108 S. La Salle St., Chicago

54 St. Francois Xavier St., Montreal

837 W. Hastings St., Vancouver, B. C.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLS CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company

Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.

McKenzie-Hague Co.

Engineers
Contractors

Minneapolis, Minn.



Hallett & Carey Co. Elevator
Minneapolis, Minn.

now under construction

SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

TEXAS GULF SULPHUR COMPANY

GENERAL OFFICES:

41 E. 42nd St.
New York
N. Y.

MINES:

Gulf
Matagorda County
Texas

WESTERN REPRESENTATIVE:

F. W. Lewis
7 So. Dearborn St
Chicago, Ill



THE NEW BADGER CAR MOVER

30 DAYS'
FREE
TRIAL

Will spot your cars cheaply, easily and without delay.

Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant, freight expenses paid by us.

THE ADVANCE CAR MOVER CO., APPLETON, WIS.

WHY-A-LEAK--STOP IT BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY
SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario



THE PERFECT DUMP

We owe a great part of the designing and perfection of this dump to the objections and suggestions of the many operators, during its experimental stage, all of which have been considered and many embodied in the dump, —such as:

No connection with driveway floor,—operate by hand or power.

One device dumping any length truck or wagon in one dump door or any number of dump doors, (which eliminates divided sinks, and mixing of grain.)

Speedy in operation, durable, substantial and with no delicate parts.

A dump that would not require the rebuilding of driveway, and possibly sinks for installing, and above all perfectly safe, easy and simple to operate.

This is the reason for Universal Satisfaction and is why we are free in fully guaranteeing our dump.

Address

L. J. McMILLIN

525 Board of Trade Bldg. Indianapolis, Ind.

10,000 SHIPPERS
Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.

CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.
N. P. BOWSHER CO., SOUTH BEND, IND.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



When In Minneapolis Stay At The NEW NICOLLET HOTEL

Opposite Tourist Bureau on Washington Avenue
The Northwest's Finest Hotel.
600 rooms with bath or connecting.
Every room an outside room.
Largest and Finest Ballroom in Northwest.

Rates:

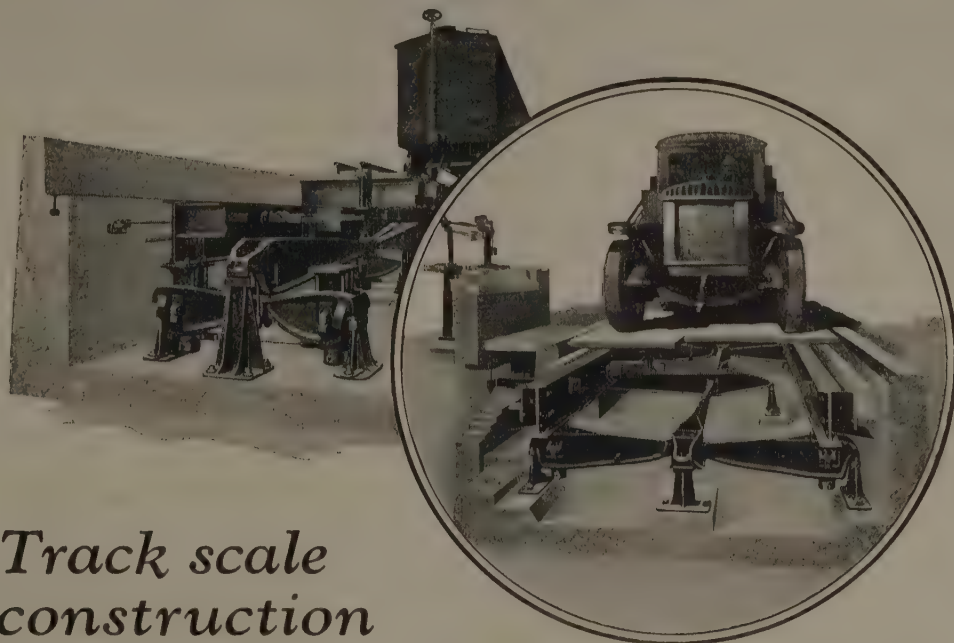
59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

Battle Creek, Mich.—We consider the Grain Dealers Journal a valuable magazine to anyone connected with the feed or grain business and would not be without it.—A. K. Zinn & Co.



Track scale construction

Scaled down to auto-truck needs

Above at the left is illustrated the famous Type "S" construction of the Fairbanks Railway Track Scale—and at the right, the same basic construction used in smaller size in the Fairbanks Type "S" Auto-Truck Scale—one of the finest products developed by Fairbanks Scale builders.

Both of these scales have the Fairbanks double-web lever, center loading construction—scale construction that has never been equaled for giving lasting accuracy and durability where uneven loads and severe punishment are the rule.

Tested and proved under service more severe than the auto-truck scale will ever

be subjected to, this heavy duty design offers many advantages. Sensitiveness that is exceptional in a scale of this capacity. Sustained accuracy. Maintenance that is practically negligible. Superbly dependable service under constant, hard use.

Here is a scale that will handle truck weighing longer, at less cost, with greater satisfaction to you. Uneven loads and heavy impacts cannot disturb its perfected balancing mechanism.

One of our representatives will gladly give you full details. Or send the coupon for the booklet, "A Talk on Scales."

FAIRBANKS SCALES

New York

Broome and Lafayette Sts.

Preferred the



World Over

Chicago

900 South Wabash Ave.

And 40 principal cities in the United States.

FAIRBANKS SCALES (Write nearest address)
Broome and Lafayette Sts., New York
900 South Wabash Ave., Chicago

Please send a copy of your free booklet, "A Talk on Scales," to

Name

Address

1674

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

NEAR DENVER, COLO.—22,000 bu. elevator for sale; trackage; electric power; operating. Terms. A. E. Collins, Boulder, Colo.

IOWA Grain Elevator for sale, metal siding, electric power, fine office and feed house, Globe Dump. O main line R. I. Ry. Address 56D10, Grain Dealers Journal, Chicago, Ill.

SEVERAL GRAIN ELEVATORS for sale at small stations in Northern Illinois, also handling lumber, coal and other sidelines. Holcomb-Dutton Lumber Co., Sycamore, Ill.

ILLINOIS—12,000 bu. house on main line A. T. & S. F. for sale, in the corn and wheat belt. No competition. Price \$2,500. Address Consumers Fuel & Feed Co., Galesburg, Ill.

SOUTH DAKOTA Elevator for sale, electrically equipped, first class condition, ample territory in good grain belt. A real bargain. Address F. A. Kohlhoff, Stratford, S. D.

ILLINOIS—Two cribbed elevators in the heart of the Corn Belt; showing good business. If you want something good write quick to 56C15, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—30,000 bu. elevator handling over 250,000 bus. grain annually. Good competition and large territory. Only coal bins at station. Price \$15,000. Address 56F15, Grain Dealers Journal, Chicago, Ill.

EASTERN WISCONSIN—10,000 bu. elevator for sale in best dairy district; 4 warehouses; electric power; located on C. M. & St. P. Ry. Fine business for little money. Address Fred O. Iverson, New Holstein, Wis.

CENTRAL WESTERN ILLINOIS—27,000 bu. grain elevator on Wabash R. R.; large warehouse with basement and office; cement construction; good coal bins. Cost over \$26,000 when built, will sell at a bargain if taken soon. Write 56D5, Grain Dealers Journal, Chicago, Ill.

MICHIGAN—In order to settle partnership will sell central Mich. elevator, located in heart of bean district. Electrically equipped and in good condition. Handles feed, coal, cement, fertilizer, posts, fencing, etc., as sidelines. No competition. Address 56C21, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—18,000 bu. elevator and feed mill for sale in small town, electrically equipped, all modern, sidelines coal, feed, flour, seed, hay, straw, in fact everything in farmers line. No competition; making 15 to 20% on investment; the best business ever offered. Wish to retire from business. Address 56F14, Grain Dealers Journal, Chicago, Ill.

OHIO—One grain elevator and well equipped mixed feed manufacturing plant with a capacity of 40 tons of mixed feed per day for sale.

Also two modern coal silos built by Neff & Fry Co., with Godfrey unloading equipment, in first class condition. Also 8 other coal bins.

All buildings are on their own land and on the Penn. R. R. siding, with excellent shipping facilities.

We had a bumper corn crop this year and this is truly a remarkable opportunity. It is the only elevator and mixed feed plant in this community.

If interested write for fuller details and price which is an exceedingly low one. Address 56G6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

PESOTUM, ILLINOIS—Grain elevator in the corn belt for sale on Illinois Central R. R. Address J. W. Reinhart, Pesotum, Ill.

NORTHEAST KANSAS—Good elevator for sale on Santa Fe R. R. Business good. Address 56E15, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—4 elevators for sale in good grain producing territory; good profitable business. Priced right for quick sale. Address R. P. Miner & Co., Alexis, Illinois.

CENTRAL ILLINOIS—30,000 bu. cribbed elevator for sale, modern and in good repair. Come and look it over, a real bargain. Price \$6,500 cash. No trades considered. Address 56F25, Grain Dealers Journal, Chicago, Ill.

CENTRAL KANSAS—20,000 bu. ironclad elevator for sale; feed elevator in connection; coal bins. Good territory with splendid prospect for wheat crop. One other elevator. Write 56F7, Grain Dealers Journal, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

ILLINOIS Elevator for sale near town of 18,000. Can live in town and operate this elevator. On good hard road. Main line of railroad to Chicago. Prices and terms right. Write 56F23, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA—Grain and coal business for sale on the main line Milwaukee Railroad; capacity 40,000 bus.; also oat annex, 25,000 bus. capacity. No competition either line. Strictly modern houses. Address 56F20, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—12,000 bu. elevator for sale, electrically equipped, truck dump, in best grain land in state. Fine competition; sidelines, flour, feed, coal; main line R. I. Must sell at once. Dirt cheap at \$7,000. Address 56C14, Grain Dealers Journal, Chicago, Ill.

NORTHEAST KANSAS—One 8,500 bu. elevator in heart of best corn and wheat territory. Just one man house and wish to sell or trade for larger house in western half of state. Located on Rock Island and has best of rates to interior milling centers and southern markets. Crop conditions extra good. Address 56G8, Grain Dealers Journal, Chicago, Ill.

LINCOLN, NEBRASKA—Terminal Elevator for sale; 90,000 bu. capacity; reinforced concrete throughout; low insurance; electric power; modern equipment—grain drier, cleaners, etc. Favorable trackage on all railroads. No incumbence. Liberal terms of payment. An ideal terminal elevator, so completely equipped one man can operate ordinarily. Formerly property of Ewart Grain Co. For details address Mrs. J. S. Ewart, 2727 "P" St., Lincoln, Nebr.

ELEVATORS FOR SALE.

BIG BARGAIN—Seven elevators in Northern Illinois. Sold singly or as a whole. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

TWO SOUTHERN KANSAS Elevators for sale. Reasonable terms. For particulars address Box No. 278, Kiowa, Kansas.

N. W. MO.—10,000 bu. elevator for sale in good town, good schools and churches. Write 56F16, Grain Dealers Journal, Chicago, Ill.

CENTRAL KANSAS—8,000 bu. iron clad elevator for sale. An all year station. Address 56G39, Grain Dealers Journal, Chicago, Ill.

MISSOURI—A 10,000 bu. elevator for sale, in county seat town. Doing a good grain, coal and feed business. No competition. Address 56F3, Grain Dealers Journal, Chicago, Ill.

THIS IS YOUR CHANCE—Very desirable Iowa elevator, feed mill and sidelines; everything, prices and terms, right. Address 56G14, Grain Dealers Journal, Chicago, Ill.

WESTERN IOWA—35,000 bu. elevator for sale; located in large, good territory; one competitor; favorable rates. Sidelines seed, feed and coal. Corn crib 4,000 bu. Address 56D31, Grain Dealers Journal, Chicago, Ill.

KANSAS—Modern 6,000 bu. grain elevator with truck dump, feed business and filling station for sale. Will sell grain and feed business separate from filling station. Located on Santa Fe in good territory. Address M. A. Richardson, Mgr.-Owner, Murdock, Kansas.

EASTERN CENTRAL ILLINOIS—100,000 bu. elevator for sale, modern, electric power and light, on hard road, no competition, fine 8 room house, about 8 acres of land, also good site for lumber yard. \$30,000 for all. Address 56F5, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO—30,000 bu. elevator; good grain country; handles seed, hay, hardware, coal, feed, flour, tile, cement, gas & oil station. Oil engine power; closest competitor 4 mi. Retiring from business. Priced to sell. Write 56G33, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

DANDY MODERN KANSAS elevator for sale, located in a good town of second class, new modern high school, also good college. Wheat prospects at this point are wonderful. Also will do a good coarse grain and feed business and have some good coal bins that can be utilized. Address all communications to Box 502, Hutchinson, Kansas.

Terminal Transfer Elevators

For sale in Chicago District; small; fully equipped with cleaners, clippers and sulphuring machinery; first class condition, now operating. Storage capacity 125,000 bushels; handling capacity 25 cars daily. Going concern with established business that will go with elevators. Address 56F30, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE OR RENT.

ILLINOIS ELEVATOR for rent or sale; 50,000 bu. capacity; strictly modern; big grain station. Address 56G35, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED.

WANT TO BUY, lease or manage grain elevator. Prefer Kansas. Address 56G28, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY an elevator and coal business in the corn belt of Iowa for cash. Address 56C5, Grain Dealers Journal, Chicago, Ill.

WILL TRADE good central Indiana farm for modern, well located grain elevator, Indiana preferred. Address 56F8, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. McGuire, 6440 Minerva Ave., Chicago, Ill.

MILLS FOR SALE.

NORTHERN CALIFORNIA—50 barrel mill, excellent condition, three warehouses, 300 feet of side track on Southern Pacific Railroad. Good location. Only mill in Lassen County. Closest mill 75 miles. Three lumber companies within 25 miles. Employ 6,000 men. Markets good. Address C. E. Lawson, Susanville, Calif.

FOR SALE. Sealed bids will be received at American Falls, Idaho, until 2 P. M., May 17, 1926, for sale of 450-barrel capacity flour mill, located at American Falls, Idaho, complete with machinery and equipment. Successful bidder to remove building and contents from Reservoir Site. Proposal blanks and further information may be secured from U. S. Bureau of Reclamation, American Falls, Idaho.

FOR SALE—In Western Ohio, a 50-barrel flour mill, self contained, with an additional Buckley and Reel, also a McFeeley Disintegrator. Fully equipped with 4 tempering bins, first class cleaner and scourer. Substantial bldg. used for feed grinding in which is installed up-to-date feed grinder, ear corn crusher and a French Burr Mill for grinding table meal or whole wheat flour. Plant is driven by 2 electric motors, a 20 and 35 H. P. Mill is now running with a growing and well pleased trade. Town of 800 in splendid and prosperous farming community. Will sell for \$7,500. Address 56D6, Grain Dealers Journal, Chicago, Ill.

FEED MILL FOR SALE.

FEED MILL in western New York state for sale. Modern brick buildings, first class machinery with individual motors, low power rates; mill capacity 160 tons daily, storage capacity 30 cars bulk grain and 15 cars sack feed; railroad siding, milling in transit privileges. Handling feeds, flours, poultry supplies, etc., to large trade in western New York, eastern Penna. and New Jersey. Average gross business over 12 years about \$900,000 annually. Available with or without city retail store. An excellent going business, priced conservatively, with reasonable terms. Osgood & Ripley, Box 504, Jamestown, N. Y.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE OR LEASE: Up to date Molasses & Dry Mixed Feed Plant, 20,000 bu. storage, all new bldgs. and machinery. Big Dairy and Poultry business, both local and car lots. Write care of Box 236, Weatherford, Texas.

HIGHLY PROFITABLE grain business for sale in large Kansas town. I can prove this business will make you money even during dull times—something unusual. Will take only a small amount of cash to handle. Address 56E10, Grain Dealers Journal, Chicago, Ill.

LUMBER FOR SALE

FOR SALE TO THE HIGHEST BIDDER, 40,000-bu. elevator containing 169,000 feet lumber, elevator to be torn down. Address The Farmers Co-op. Co., Boswell, Ind.

SITUATION WANTED

WANTED position as elevator manager; have had 3 years' experience; best of references. Address B. J. Hedum, Box 6, Soldier, Iowa.

WANTED—Position as manager of elevator; 20 years' experience; prefer Iowa. Address 56D18, Grain Dealers Journal, Chicago, Ill.

WANTED position as manager or solicitor; 15 years' experience; good bookkeeper; best of references. Prefer Ind. or Ill. Address 56E14, Grain Dealers Journal, Chicago, Ill.

MANAGER with 15 years' experience desires position with country elevator. Understand sidelines, books; best of references. Address 56D27, Grain Dealers Journal, Chicago, Ill.

OPPORTUNITY wanted by educated man, young in years and possessing extensive knowledge of grain business. Prefer N. W. Iowa. Write 56G30, Grain Dealers Journal, Chicago, Ill.

MANAGER with 14 years exp. desires position with country elevator; understand sidelines, books; references. Prefer Nebr. or S. D. Write 56F2, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as second man in Farmers Elevator; experienced, good judge of grain, good bookkeeper. Would consider position with Line or Independent; married; age 40. Address 56G24, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by married man 27 years of age, 8 years' experience in grain, feeds, seeds, coal; thoroughly acquainted with the business, have been active in management; 4 year high school and 2 years' college education; bookkeeper; typist; experienced in transit privilege; references. Prefer Ohio. Address 56D4, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

CENTRAL IOWA—Will sell half interest in grain business with sidelines of coal, feed, hdw., etc.; 13,000 bu. elevator; elec. equipped; will do 200,000 bu. annually; returns on sidelines are as good as on grain. No competition; \$7,000 will handle. This is an opportunity for someone to start with a live concern. Write 56G2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

BELTING WANTED

WANTED from 100 to 300 ft. of old rubber belting 16 to 24 inches wide. Reimer-Smith Grain Company, Holyoke, Colo.

SCALES FOR SALE.

5 BUSHEL latest type self compensating Richardson Automatic Scale for sale. W. C. Bailey & Son, Omaha, Nebr.

FOR SALE—One 5-bu. Richardson Automatic Elevator Scale, used one year. Will sell reasonable. Stored in Dallas, Texas. Address 56G40, Grain Dealers Journal, Chicago, Ill.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SIX FAIRBANKS Hopper Scales, 1600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., 800 E. 18th St., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

ENGINES FOR SALE.

GAS ENGINE—30 h. p. Stover, excellent condition. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

MOTORS FOR SALE.

ONE 20 H. P., 3 phase, type C. C. L. Westinghouse Motor, almost new. Will sell at a bargain. M. C. Rucker, Lohrville, Iowa.

WESTERN Electric Motor, 20 HP., and starting box switch, in excellent condition. Priced very reasonable for quick sale. Write Willey Farmers' Grain Co., Taylorville, Ill.

OFFICE EQUIPMENT FOR SALE.

OFFICE SAFES—We have several slightly shop worn No. 1620 Howe Gibraltar Safes reduced by factory in inventory; outside dimensions 33" high, 23" wide, 25" deep, inside 20" high, 16" wide, 14" deep. Sells for \$72.00, special price \$54.40 f. o. b. St. Louis. Wire, write or telephone Howe Scale Company, 512 St. Charles St., St. Louis, Mo.
Also used vault doors and deposit boxes.

MACHINES WANTED.

WANTED—Used lifting jacks for moving form construction. Must be in good condition. Stevens Engineering & Construction Co., Buder Bldg., St. Louis, Mo.

WANTED—Second hand ear corn crusher. Must be in good condition. Send description, cut of same and lowest price.

MANN & MANN, Hartley, Iowa.

HESS DRIER FOR SALE

No. 8, in good condition, now knocked down and ready for immediate shipment. Can be installed and operated in two separate sections as number sixes and will be sold that way if need be. Address

DONAHUE STRATTON CO.
Milwaukee, Wis.

MACHINES FOR SALE.

FOR SALE—One No. 16 right hand U. S. Cylinder Corn Sheller, capacity 800 to 1000 bu. per hour. The Blair Elevator Corporation, Atchison, Kansas.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

GRUENDLER No. 1 ball-bearing mill with dust collector, capacity 500 to 1500 lbs. per hour, 15 to 20 hp. First \$125 takes it. Jos. J. Juszowski, Box 284, Farmington, Mich.

WILL SELL the following at very reasonable figures:

One Big 4 Joliet Sheller, slightly used.
Monarch molasses batch-mixer, almost new.
One 40" exhaust fan.
One 35 bu. oat clipper.
If interested communicate with
Yoakum Mill & Elevator Co., Yoakum, Texas.

FOR SALE—1 Cornwall Corn Cleaner; 1 pit-less corn sheller; one 3-bu. Fairbanks Auto Scale; one 10-ton Fairbanks heavy duty wagon scale; one 12 h.p. Internat'l gas engine; 1 Boss car loader; 1 boot; 1 head pulley; elvtr. belt and buckets; shafting, pulleys, etc.

All the above machinery in 1st class condition; used about 4 years at a station averaging about 7,000 bus. annually; only one car run through elvtr. this year. This is cheap equipment for someone wishing to construct a small elvtr. J. H. Dougan & Sons, Paxico, Kans.

ATTRITION MILLS—Double head, motor driven, ball bearing; Monarch 24", Munson 24".

Single head, motor driven; Bauer Bros. 24". Double head, ball bearing, belt driven: Monarch 20".

Single head, ball bearing, belt driven: Dreadnaught 18", Robinson 16", Diamond Huller 14". Plain bearing mills: Halsted 18", Dreadnaught 18".

Mixers: All steel, horizontal and vertical; Hutchinson and Triumph Corn Shellers; dust collectors; large and small elevators; belt conveyor; steel conveyor; reels for grading chick feed; 1 Fairbanks Automatic Sacking Scale; Corn Scourer.

Scourers: Invincible No. 1 and No. 1 double. Monitor No. 1, Iron Prinz ball bearing No. 4 and No. 4 plain bearing.

Separators: Monitor No. 3 and No. 1. Wolf No. 771 Compound Shake. Clutches, Tighteners, a few sheave pulleys, blowers, a few large pulleys, wood and iron pulleys, shafting, hangers.

Everything for the elevator. Get our prices before buying elsewhere.

A. D. HUGHES CO., Wayland, Mich.

MACHINES FOR SALE

FOR SALE—A 25-bbl. "Midget" also five other machines, first class condition. Make us an offer. Hazen Grain Co., Hazen, N. D.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven. Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

A EUREKA Warehouse Single Receiving Cleaner for sale equipped with automatic sieve cleaner. As good as new, only used 2 years. A bargain. Wolfe Grain Co., Shipshewana, Ind.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. 1 double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ELEVATOR MACHINERY FOR SALE

Complete: consisting of one 25-hp. motor, sheller, cleaner, drag chains, shafting, belting, pulleys, Unique Attrition Grinder, 1 three-roll meal mill and bolter, 1 No. 132 clover seed cleaner, 1 loading out scale. Will sell cheap. Reveal & Patterson, Lebanon, Ind.

FOR SALE—LePaige cut rolls, Two pair rolls, 9x30, 4½ corrugations to inch for making regular cracked corn.

One pair rolls, 9x30, 12 corrugations to inch for making fine chick cracked corn.

Also 2 pr. roller mill for the above rolls. Price right, can make immediate shipment. Meech & Stoddard, Inc., Middletown, Conn.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St. Chicago, Ill.

MACHINES FOR SALE OR TRADE.

FOR SALE—25 hp. type Y Fairbanks-Morse Engine. 25 bbl. "Midget" Marvel Mill and all mill equipment. Would exchange for small farm. Orrin Echeberry, Blue Rock, Ohio.

Directory

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BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA.

McGreer Bros., whise. seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.

Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.

Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

SHIP YOUR HAY
to
ALBERT MILLER & CO.
192 N. Clark St. CHICAGO, ILL.
Good Sales—Prompt Returns

If You Need HAY
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Bargain Sale in Soiled and Shelf Worn Books.

Grain Scale Book—One copy, an indexed journal, keeps a record of 10,000 wagon loads; each man's loads are entered on his page; it keeps a record of scale weights. Slightly soiled; used as sample. \$3.50 and postage. Order "Soiled 23."

Receiving and Stock Book for keeping separate daily record of each kind of grain received; 160 pages; 20 lines to page; space for 3,200 loads of grain; printed on ledger paper, high grade binding. Soiled; price \$2.00 f. o. b. Chicago, weight 2½ lbs. Order "Special 321."

GRAIN DEALERS JOURNAL,
309 South La Salle St., Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....

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SEEDS FOR SALE.

PRIDE OF SALINE Seed Corn, \$2.00 per bu.
J. S. Brazelton, Troy, Kansas.

CERTIFIED CORN, Pride of Saline, Reid's
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HAVE 2 CARS Hungarian Millet for sale.
Send for sample and quotation. E. K. Sowash,
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1924 SEED CORN, Yellow and White for sale;
90% germination guaranteed; \$4.25 per bu.
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FOR SALE—A few cars 1924 corn for seed
that will give satisfaction. Anticipate your
needs early. Louis W. Sage, Julian, Nebr.

UTILITY, Yellow Dent Seed Corn, germina-
tion test 99%. \$3.50 bu. shelled and graded.
Norman Davis, White Hall, Illinois.

SEED CORN, Northern grown, germinating
93%, shelled and graded, guaranteed to please.
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HIGH QUALITY Broom Corn Seed grown
from our select seed on our Seed Farms. Ask
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MATURED SEED CORN, medium early utili-
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Shelled, graded \$3.25 per bushel. G. Harrington
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CERTIFIED AND REGISTERED Clarage
Seed Corn and Miami Oats. Hold the world's
record, 160 bus. per acre. F. E. Eichelberger,
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TESTED SEED CORN—We have Wimples
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White. Home grown and good test. Vermillion
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CHOICE Yellow Seed Corn, early maturing,
1924 crop, test 95 to 98%, money back guaran-
tee. Crib run graded \$2; hand selected \$3 per
bu. Can sell one bu. or carload. Special price
on carload. Bert Moore, Bartley, Nebr.

REID'S Yellow Dent Seed Corn, big yielder,
early to mature, every ear tested, germination
guaranteed or money refunded. Northern Ill.
grown. Special prices to dealers. E. A. Kemp-
ster, Hillsdale, Rock Island Co., Ill.

FOR SALE—Hall's Improved Ensilage Seed
Corn, highest quality. Graded, tested and
shipped on approval, \$2.50 per bu. Also Mam-
moth White and Yellow Dent \$2.25 per bu.
Sacks 45 cents. W. E. Hall, Mechums River, Va.

WE HAVE 2,000 bus. of early corn, 1925 crop.
Individual ear tested. Corn will ripen any-
where in the corn belt under reasonable condi-
tions. We invite inspection of our testing plant.
Elvin & Cudahy, Jefferson, Iowa.

EARLY WIMPLES Seed Corn; yielded high-
est in N. C. Iowa corn yield contest in 1924 of
state yield contest. 10 days' free test trial, if
not satisfactory your money back. Bu. \$4; 3 bu.
\$11; 5 bu. lots or more \$3.50 per bu. Bags free.
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FANCY heavy weight victory oats, sixty-five
cents a bushel. Write for carload lot prices.
You can beat the professional agitators to a
frazzle if you induce your farmers to sow these
oats. Metamora Elevator Co., Metamora, O.

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Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
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FIELD AND GRASS SEEDS

Kraus & Apfelbaum

Ft. Wayne, Ind.

Wholesale Field Seed Dealers

Our AA Brands stand the test.
Ask the dealers who buy them.

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Clover, Alfalfa and Timothy

Seed Districts; mail us your samples. We
are always in the market. Let's get going
with one another.

Crabbs Reynolds Taylor Company

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CLOVER AND TIMOTHY SEED—GRAIN

COURTEEN

Seed Company

Weekly Price List on Request.
Milwaukee, Wis.

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

We are Buyers and Sellers.—TIMOTHY CLOVERS
M.LLETS, Grass Seeds and Seed Grains
Send samples for bids. Ask for samples and price

RUDY-PATRICK SEED CO.

Alfalfa, Sudan
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KANSAS CITY, MO.

SEEDS

Alfalfa, Sweet Clover
Domestic Red Clover
Timothy, Seed Grains

And All Other Seed

Carloads or less. Write for samples

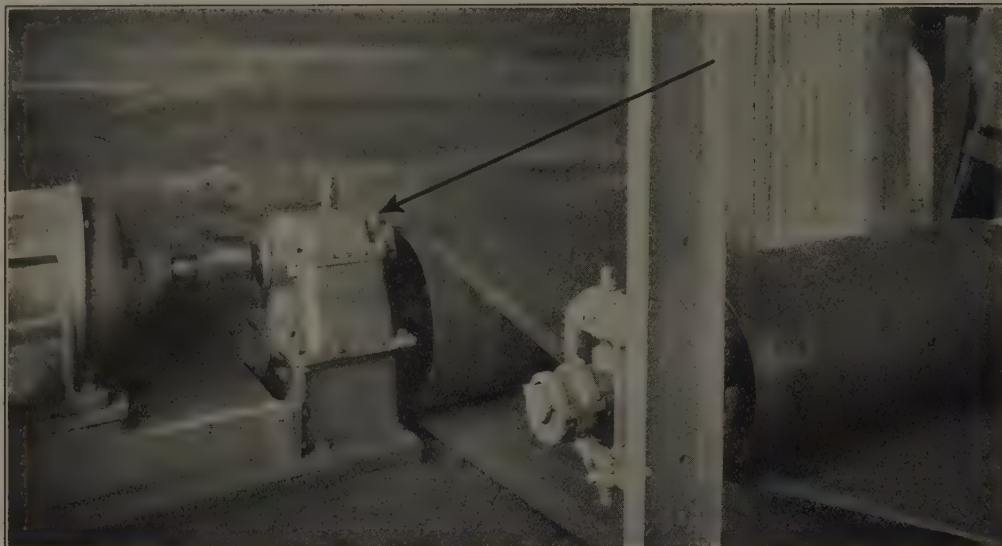
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Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**



Speed Reducers & Flexible Couplings

THE illustration above shows a Falk Herringbone Gear Speed Reducer (S-V type) driving a belt conveyor at the Wyandotte Elevator of the Southwestern Milling Company, at Kansas City, Kansas. A Falk-Bibby Flexible Coupling is used between the reducer and the motor.

Literally speaking, thousands of Falk Speed Reducers and Flexible Couplings are installed, not only in this country, but in all parts of the world, and are giving complete satisfaction where long life, dependable operation and uninterrupted service are matters of prime importance.

If you are interested in permanent installations, you will want to know more about Falk equipment.

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Bulletin 38
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Bulletin 35
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The Falk Corporation—Milwaukee

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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, APRIL 10, 1926

THE OFFICIAL standards for barley proposed by the Dept. of Agri. will become effective Aug. 15 unless the barley handlers protest to the Bureau of Agricultural Economics prior to May 10th or appear at one of the seven public hearings announced elsewhere in this number.

GRAIN shippers who have had to clean out a ton of dirt before loading a car will be pleased to learn that one of the leading topics for discussion at the Apr. 13 meeting of the Mid-West Shippers Advisory Board at Chicago is "Complete Car Unloading." The Board is now making a practice of inquiring of the individual railroads what receivers of freight fail or refuse completely to unload freight, and those guilty will soon be earning an unsavory reputation.

FEED MILLS are proving a very profitable side line for grain elevator operators in all of the older sections where the elevator men had backbone enough to ask a fair return on their investment. One item of expense which few men grinding feed take into consideration is depreciation. In addition to earning a fair interest on the amount they have invested in feed grinding facilities they should allow at least 15% for a renewal fund because if they do much grinding they are sure to need new plates and eventually a new mill. Before they can begin to estimate a profit they must in fairness to their business, charge up a fair percentage for interest and for renewal.

THE KANSAS WHEAT POOL has again rushed into the limelight with a demand for the hanging of that state's most efficient Secretary of Agriculture because he has predicted an enormous crop of wheat as a result of the recent snowfall. That is about the funniest thing the pool managers have yet pulled off.

PLUGGING cars is so easily detected by the samplers that it is poor policy. Using their probes alone the samplers at Chicago recently enabled the inspectors to certify that a certain car of corn had one layer of 19½% and on the bottom a layer of 26 per cent moisture corn and that 100 bus. on the bottom in spots was musty.

ONE OF THE vicious provisions of the tax bill as finally passed by the Senate assesses a graduated tax on undistributed corporate earnings. Many small corporations have put most of their earnings back in the business. Some represent an investment today of more than ten times the original stock issued and yet they have not increased their capital stock. The Congressional economist (?) combined with the business baiters seem determined to make a woeful mess of our whole taxing system.

IT SEEMS LIKELY that the Iowa corn growers will forget all about the depressing influence of a large surplus when it comes to planting the new crop. Last year Iowa produced 477,386,000 bus. against 304,752,000 bus. in 1924. The five year average for that state is 422,372,000 bus. It does look as though the farmers of that state should be able to feed enough of their large crop to pay off all mortgages and wipe out all liabilities each year. It must be that the man who started to gloat over the depressing condition of Iowa farmers must have had an itching to buy a number of those farms.

FURNISHING cars with leaky roofs for a shipment of corn from Colorado to Texas cost the M. P. R. R. \$1,694.34. The decision of the Court of Civil Appeals of Texas published in this number does not advance any excuse for the careless carrier who supplies defective equipment for the transportation of grain. The shipper would not contract for the transportation of grain if he did not expect it delivered at destination in good condition. It is the plain duty of a carrier to take care of grain entrusted to it for transportation and to deliver all of it at destination in good condition.

GRAIN DEALERS at country stations should bear in mind that they are opportunists. The first breaking of the soil invites the growing of grains and creates the opportunity to do a grain shipping business. After many years the development of the acreage drifts into diversification or specialization, creating a local demand for feed, fuel, fertilizer and building material. This demand will satisfy itself by gong around the local grain dealer, if he is content to travel in the old rut, or thru him if he is enterprising and takes on the necessary side lines. The side lines are likely to become more varied and profitable with the inevitable increase in the buying power of the producer as the price of his products rises and that of manufactured goods falls in the years to come.

THE DECISION by the district court denying a rebating concern membership in the Wichita Board of Trade, it is hoped, will come before the state supreme court, to serve as a precedent. Dealers who persist in trying to gain technical advantage of competitors or patrons are seldom fair traders.

FEED RETAILERS will find a good suggestion in our department devoted to feed-stuffs this number, in the practice of an Iowa feed dealer who offers prizes to customers who keep correct feeding records and thereby show the exact results obtained from the use of feedstuff sold. These results should be most helpful not only to the feeders themselves, but also to the manufacturers and the retailers.

THE WASHINGTON activities of the general counsel of the most recently organized northwestern grain marketing concern lead to the question: Is he paid a salary for constructive efforts of his organization or for efforts to destroy the existing exchanges? Farmers are by no means unanimously in favor of putting the exchanges out of business and those opposed to squandering funds in such attempts ought to call their misrepresentative home.

THE SHORT COURSE on grain grading given recently at the Purdue University was so successful that another course is already considered. Grain dealers generally would profit handsomely if they would learn not only how to judge grain accurately, but would also buy on grade and then insist on having the grade due their grain when shipping it. Men who know what their grain should grade can afford to insist that it be graded according to their conviction or else an appeal taken. The appeal will always prove profitable when fully justified by the quality of the grain loaded.

SO MUCH choice seed corn which was carefully stored away last Fall before the freeze has been found lacking in germination that some dealers who have long specialized in supplying dependable seed corn to many stations are out of the market entirely. The wide variations in the tests made from different samples are so discouraging as to strike despair to the men really interested in obtaining a good stand and the production of a heavy yield. If your farmer patrons experience any difficulty whatever in getting seed corn of high germination, you owe it to yourself and to your patrons to run your legs off to get the needed seed.

THE IOWA senator who went to Russia for inspiration in a senate speech Mar. 18 supporting the Gooding long and short haul bill declared that the bill did not go far enough. All rates, he said, should be based solely on mileage. Like consolidation, this mileage rate in all directions, is a natural trend that may come to realization in view of the unwillingness of autocrats to adjust laws to meet individual and local conditions. The bureaucrats are not interested in getting the most transportation for the least cost, but only in making regulations that they can enforce with the least trouble to themselves. With rates based on distance the railroads would abandon all competition with water routes, and no terminal elevator would be a profitable investment unless it had a water outlet.

A SPREAD of 22 cents between May and July wheat may be the market's correct estimate of present scarcity and future plenty, but will have the effect of hastening deliveries by those who would transfer their hedges to July if that month were at a proper premium, as is the case with corn at present.

SHIPPERS will always profit by keeping air-tight mason jar full of a fair average sample of the grain which they load into each car shipped. Not only does this help the shipper to become familiar with the actual grading of the inspectors in any market, but it also should help him to raise the grade of many loads by mixing in a sufficient quantity of grain of superior quality to command a higher price for the whole lot. Higher prices will always prove more profitable unless the shipper mixes in more of superior quality than is necessary to obtain the grade then commanding a premium. Unless shippers do keep close track of exactly what they load into every car and examine it carefully after the receipt of the inspection certificate, they cannot hope ever to become familiar with the work of the graders in their favorite market.

ALL proposed laws, such as that of Senator Caraway, prohibiting sales of grain by anyone not already the owner thereof, are open to the objection that they would force sellers to buy on a wider margin of profit to cover the risk of decline in market. It is easier to buy than to sell. Suppose a contract was to be let for the construction of a brick building. What would be the effect of a requirement that each of the dozen bidders must be the owners of the bricks and lumber required? The eleven who did not get the contract would be left with the material on their hands, much of it specially purchased for this job. It would be the same with grain dealers who had a good bid, but who after they bought to fill the bid, found the buyer had bought elsewhere. The argument that the price of grain is as likely to advance as to decline loses sight of the fact that the seller earns carrying charges every day that he spends looking for the grain to fill the sale.

GRAIN SHIPPERS will be more than pleased to know of the continued decline in the number of loss and damage claims, and in the amount of dollars and cents involved. It shows not only that the carriers are making a more earnest effort to keep all their equipment in usable condition, but it also reflects greater vigilance on the part of grain shippers who are now cooping cars carefully before loading them with grain. It is to be hoped that this earnest work on the part of railway officials and the grain shippers will continue and effect even a greater reduction in the losses and in the claims. The future of the business of the grain shipper makes it imperative that he conduct his business without loss of grain or delays in shipments, because either will ultimately result in his losing customers to the great disadvantage of himself as well as the carrier. Prompt and complete transportation of every shipment would reduce the expense of conducting a grain business to the mutual advantage of all concerned.

BEGINNING May 1st, steamships will sail from the Great Lakes to European ports direct carrying grain without transfer or rehandling in transit. Ten vessels have been chartered and it is expected to establish definite sailing dates so that all shippers will be able to get their grain to Chicago in ample time for loading.

NORTH DAKOTA'S big state elevator and mill at Grand Forks lost only a trifle over \$50,000 last February and the plant has now taxed the citizens of the state nearly one million dollars because of what the promoters didn't know. Wherever government the world over has attempted to serve in any capacity it has greatly increased the cost of that service and woefully wasted the taxpayers' money. Why persist in this extravagant socialism.

GRAIN RECEIVERS of nearly every market find it necessary to complain continually and most emphatically of the slow handling of grain and seed samples which they attempt to forward by first class mail. The Minneapolis Shippers Ass'n has persisted in protesting against the poor service and pointed out to the postoffice officials time and again that the delay of samples often delays the unloading of cars, thereby forcing an additional demurrage charge upon the owners of the grain. It behooves every one using the mails to transport samples of grain and seed to mark each envelope with heavy black Gothic type, "RUSH."

The Elevator Operators Margin.

The margin of profit upon which the average elevator operator aims to handle the farmers grain from the producers wagon to the scale hopper at destination has always been too small for safety. Before the great war, some dealers through fortunate speculation did succeed in handling many a crop on a margin of 5c a bushel for wheat and 3c for corn and oats without showing a heavy loss at the end of the crop year. Sad to relate, a majority of the elevator operators of the surplus states are still struggling with old time methods, margins and practices and shaking their heads in bewilderment when their books at the end of the year show a loss instead of the hoped for profit.

The cost of everything that goes into an elevator and into the elevator office has doubled in the last ten years. Labor when obtainable costs more than double. The cost of transportation, of switching, weighing, inspecting, selling, every operation connected with the marketing of grain for which the country elevator operator must employ the services of others, costs him at least double, yet he persists in trying to earn a profit with old time margins. Thoughtful men know this is impossible.

The number of grain elevators at many stations is two and three times what is needed to expedite the handling of the grain grown in territory tributary to the station, yet each dealer stubbornly bids up for every bushel offered just as though he was sure of handling every bushel marketed at his station. Under such severe competition elevator operators generally are fortunate indeed if they handle a crop without a loss. At some stations conditions are being greatly improved by the closing of the surplus elevators, and it would seem that dealers at all stations suffering from a surplus of facilities would recognize the advantages of improv-

ing their local market by the elimination of some of the cutthroat competition to the great benefit not only of the handlers, but also to the benefit of the producers.

The Farmers Revulsion.

At nearly every meeting of farmer elevators this year the many wild propositions of the politicians for relieving the grain grower from the depressing influence of surplus crops has been denounced by various speakers and by some resolutions, but at no meeting have the members of these associations been more pronounced in their opposition to paternalistic legislation than those attending the recent meeting of the Kansas Ass'n which is published elsewhere in this number.

The annual address of Pres. Brown contained a number of practical suggestions but none more timely than his protest against the paternalism proposed by the petty politicians and the agitators, and the proposed price fixing by the government together with its train of equalization fees and excise taxes.

Farmers generally seem to be convinced that it is up to them to work out their own salvation and to place less dependence on the promoters who seek through a variety of wild and impractical schemes to enlist grain growers to the support of their farmer baiting organization. The politicians who are ever ready to promise anything that is likely to sway a few votes his way may be somewhat chagrined by the latest conclusions of many of the farm leaders, but it is the natural result of agitation, study and discussion. The farmers are finding the true solution of their difficulty lies in their own hands.

Unaccepted Confirmations.

Unaccepted confirmations have no binding power on recipients, but they help to show the intent of the sender. The Supreme Court of Kansas, quoted elsewhere in this number, refuses to give force to a fine print condition printed on back of a confirmation, which is at variance with the common rules and practices of the trade. If every grain dealer loaded the confirmation of each trade with a lot of fine print conditions of his own making no wide awake trader would ever accept the other fellow's confirmation.

The grain trade needs confirmations to facilitate and expedite safe dealing between dealers at distant points, but they should be subject to no conditions other than the rules of a specified grain exchange or an association. Any conditions at variance with the trade's accepted rules are generally prompted by selfishness and designed to gain an advantage for the maker. This is contrary to the spirit and intent of all trade rules. Fairness and equity must govern all contracts which hope to pass the scrutiny of the courts or gain the approval of the trade.

Trading advantages gained by conditions hidden in fine print win no permanent profit for anyone. The telegraph and the railroad companies persistently tried it, and found that the practice won them nothing but personal reproach and public opprobrium.

When conditions of confirmations are fair and equitable to both parties, the chances of acceptance are greatly increased and the courts' approval already won.

The Grain Growers Market

One distressing factor making for a reduced demand and lower prices for grains is the great reduction in the number of horses used not only for pleasure driving, but for trucking in the cities and heavy work on the farms. When the farmer puts in a tractor he displaces several horses and a demand for his own corn, oats and hay. He has not yet learned to grow gas for his tractor.

The displacement of the horse car by the electric trolley and the junking of the pleasure buggy and the horse drawn wagon by the gas car has greatly reduced the annual consumption of corn, oats and hay. Then too, the closing of the distilleries, malt houses and breweries has effected a further reduction in the consumption of rye, corn and barley.

Notwithstanding this enormous reduction in the domestic demand for grain, the farmers persist in increasing the acreage planted, and the government points with pride to the large acreage brought under cultivation by the opening of new irrigation projects.

If the grain grower persists in increasing or even maintaining the production of grain on the former scale, he must of necessity expect to take a much lower price for his product as the direct result of his shrinking market.

While the combined reaper and thresher which has effected a marked reduction in the cost of producing wheat in the Southwest has made possible a great increase in the amount produced by each farmer, the farmers growing wheat by old time methods must meet not only this competition, but the competition of cheap labor abroad.

The nations struggling with heavy war debts are economizing at every turn and striving earnestly to reduce all overhead expenses necessary to the production of grain, but the farmers of North America seem determined to ignore costs of production and to depend upon the government to save them from bankruptcy. This is hardly fair to the taxpayers in other lines who are also struggling with high costs and discouraging overheads. Selling on the installment plan is inducing farmers to buy what they do not need and many to buy beyond their means to pay.

If the farmer is to continue producing an increasing volume of grain and to persist in reducing his own consumption of grains it will be necessary for him to accept lower prices for his products as Europe is striving more earnestly each year to supply its own grain needs. It has plenty of cheap labor, but a crying scarcity of cash, so it is forced to cultivate its own acres more intensely.

Governmental buying may boost prices temporarily at home, but such interference with the economical marketing of North American grain would only postpone the day when the farmer must reduce his production in keeping with the actual needs of the world or else accept a lower price.

SPRING wheat farmers will market the largest crop of smut ever known next fall unless the elevator operators induce them to treat their seed with copper carbonate. If you enjoy having your shipments docked for smut tell your farmer patrons.

Railroad Company Liable for Damage in Transit.

Four cars furnished by the Missouri Pacific Railroad Co. were loaded with corn at Brampton, Colo., for shipment to Marshall, Tex., under shipper's order B/L reciting that the corn was received in apparent good condition.

Before the cars arrived at Marshall an order for diversion of 2 cars to Longview and 2 to Henderson, Tex., was given; but on arrival at those points the purchasers to whom the corn had been sold by the Beck-Mattox Brokerage Co., of Marshall, refused the corn because it was in a damaged condition, and the corn was sold at a loss. The brokerage company assigned its claim for damages to D. M. Guest, who brought suits against the Missouri Pacific for \$1,694.34.

After the district court of Harrison County gave judgment for the full amount the Missouri Pacific took an appeal and alleged the lower court had made 38 errors. None of these objections were well taken according to the Court of Civil Appeals of Texas, which on Feb. 9, 1926, affirmed the judgment of the lower court.

Plaintiff's suit was based on the allegation that the Missouri Pacific had furnished defective cars and was therefore guilty of negligence.

The Court said: The jury found, in response to specific questions, that each of the four cars had a leaky roof, and that this defective condition was the proximate cause of the damage to the grain.

It may be true, as contended by counsel for appellant, that the carrier was bound only to furnish cars that would carry the grain in good condition to its original destination, Marshall, Tex., and, if the grain was damaged by conditions occurring after it left Marshall, appellant would not be liable, even though the cars were defective. The evidence shows that the cars passed through Marshall, but were carried without stopping to their diverted destinations. It was also shown that Longview, a point to which two of the cars were diverted, is on the same line of railway as Marshall, and only 23 miles distant; that Henderson is on another line of railway, but only 60 miles from Marshall. In order to reach both Longview and Henderson, the cars had to pass through Marshall, over the line of the Texas & Pacific Railway Company. Since the grain was shipped from a point so far distant from Marshall as Colorado, at a season of the year when rain and snow frequently fall, the jury had a right to conclude that the damage resulted from weather conditions occurring before the cars reached Marshall. There is no contention that the evidence was not sufficient to sustain a finding that the grain was damaged, and that the damage resulted from the leaky condition of the covering of the cars.

All of the cars were carried on through Bs/L. The value of the grain was practically the same at Marshall, Longview, and Henderson; the only difference being the difference in the freight rate from the point of destination to these different places. The evidence shows that the freight rate was the same to Longview as to Marshall, and that the value of the corn was also the same; that the freight rate to Henderson was 3 cents on the hundred pounds higher than to Marshall. There is no contention that the court rendered judgment for excessive damages.

It is also insisted that the court erred in presenting an issue in the following form:

"Was the car in which the corn was shipped from Brampton, Colo., in a defective and leaky condition and insufficient to protect the corn from rain and snow?"

Three other questions regarding three other cars were in substantially the same form. The objection is that these questions assume that rain and snow fell. There was no direct evidence upon that issue, but the condition in which the grain was found when delivered to the consignees showed circumstantially that the cars had encountered rain or snow prior to the time they reached Marshall.

It is further contended that the evidence was insufficient to sustain a finding that the damaged condition of the corn was due to the leaky condition of the roof, and not inherent causes. The appellee offered testimony of inspectors who examined the corn as it passed through Kansas, and they testified without contradiction that the corn was in good condition. An objection is made to the manner in which those inspectors were interrogated. The form of the question propounded was as follows:

"State whether or not in your opinion the contents of the cars you examined were in such condition that the same could be shipped without being damaged in transit if handled with ordinary care."

The objection is that the question called for

an answer based upon a conclusion of the witness and upon a combination of circumstances. We think the objection is untenable. There is no such complexity about the question as would make its form improper, when propounded to one who from experience was capable of forming a reliable opinion as to the facts sought.

The judgment will be affirmed.—280 S. W. Rep. 611.

Contract Can Not Be Altered in Confirmation.

B. Strong sold a car of corn to the Alexander Milling Co. by 'phone, to be shipped by March 22. The buyer sent a written letter giving all the terms of the contract, as a confirmation. Seller sent a printed form with blanks filled, and one of the 16 printed paragraphs contained a new condition that if the seller failed to make delivery at contract time he could make shipment at any time thereafter prior to notice of cancellation. Neither replied to the other's confirmation.

The Supreme Court of Kansas on Mar. 6, 1926, decided in favor of defendant, Alexander Milling Co., stating that

We see no reason why the failure of the defendant to reply to the plaintiff's confirmation should have any greater effect than the plaintiff's failure to reply to the defendant's. For the plaintiff it is argued that his confirmation was in accordance with the general custom and the defendant's was not. He testified that his blank was the kind customarily used in the grain trade, "all having blank spaces to be filled out and all having a certain amount of rules and directions on them, the printed matter on the confirmations of different dealers varying somewhat." The defendant's letter began, "This is to confirm purchase," giving the terms. It was no less effective for being all in typewriting, with no printed "rules and directions." The circumstances that the terms it stated agreed with the same items of the plaintiff's confirmation do not affect the matter.

The terms stated made a complete contract, and the adding of new terms by the plaintiff in his confirmation was as much a departure from the contract shown by the defendant's confirmation as though the time of delivery named had been altered. There is room to doubt whether the printing of fourteen "rules and directions" on the back of a confirmation blank is fairly within the spirit of the practice of interchanging confirmations. At all events, a plain and concise statement of the terms of the agreement is such a confirmation that the other party cannot evade its effect by sending one complicated by a printed code of his own devising. It may be noted that the buyer's confirmation involved Strong v. Thurston, 191 P. 575, 107 Kan. 368, authorized him to extend the contract (in the absence of an express countermand) on the seller's failure to deliver. Here the seller reserves a similar privilege to himself in case of his own default.

The present case differs from Hayes v. Cardwell, 192 P. 757, 107 Kan. 556, where, as here, each party sent a confirmation, the two differing somewhat, in this: There one of the parties at once notified the other of his objection. Here neither did. It differs from Strong v. Thurston, supra, in that there only one of the parties sent a confirmation.

The judgment is affirmed.—243 Pac. 1039.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 500130 was leaking grain badly when it passed thru Beebe, S. D., on April 6.—E. O. Potter, Potter-Garrick Co.

Lehr, N. Dak., Jan. 26.—This morning's freight (on the Soo Line) had a wreck just outside of town and the following cars were derailed: No. 38656, 80 cap.; lying on its side; contents intact. No. 104402, 60 cap.; smashed and grain spilled. No. 32736, 60 cap.; standing; contents intact. No. 130708, 80 cap.; standing; contents intact. No. 132976, 80 cap.; standing; contents intact. No. 24716, 60 cap.; standing; contents intact. Apparently all of these cars contained wheat.—E. Dorheim, Jenner Elevator Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Size and Capacity of Shipping Spouts?

Grain Dealers Journal: There seems to be quite some dispute about the capacity of the loading spouts leading down from the top of the elevator to the hold of the steamer. We would like to know the average size of the spouts, the speed of the grain in the spout and possibly the number of bushels passed thru it per hour.—Holly Pneumatic Systems, New York, N. Y.

Ans.: Replying to the question, R. H. Folwell, pres. of the Folwell-Ahlskog Co., states that "the tendency of late years has been to increase the size of dock spouts for large terminal grain elevators at the head of the Great Lakes and on the seaboard until they have reached the capacity of 50,000 bushels per hour for a single spout."

"These large spouts are so heavy that it is necessary to have electric power winches to handle them. An average sized dock spout for an important elevator should not be made less than 25,000 bushels capacity, and this size can be operated by hand winches."

Motive Power for Confined Position?

Grain Dealers Journal: Is there a feed grinder fitted to a steam turbine, or any firm who manufactures steam turbines of about 25 horse power?

At our place it is necessary to run the entire elevator machinery, such as line shafting, head shaft and elevator legs while grinding. This requires considerable unnecessary power and wear and it would be considerably cheaper for us to have an individual engine for the grinder but there is no room for a reciprocating type of engine and the necessary belting, pulleys, etc., to get the proper speed.

There is no electric transmission lines within seven miles or we would put in a motor driven outfit.—Eckhart & Co.

Ans.: As the grinder seems to require 25 horse power alone it would seem profitable to run the present steam engine for the grinder alone, which could be accomplished by interposing one or more friction clutches needed to cut out the entire elevating machinery while running the shaft on which is the belt pulley of the grinder drive.

Who Bears Expense of Maintaining Side Track?

Grain Dealers Journal: It is up to the elevator owner to pay for the upkeep of spur track that runs to an elevator, the track being on railroad ground adjoining the property owned by me, on which the elevator is located?

It does not seem fair to me that I should repair railroad property, as all shipments I make are for their benefit and the railroad company collects freight. It does not look right to me that the shipper should maintain their sidings any more than their main lines.—W. S. Bricker, Payne, O.

Ans.: This matter has been fought out by the National Industrial Traffic League. Side track agreements are subject to state jurisdiction. The carrier that fails to maintain the side track lays itself open to a suit for damages. A shipper can be expected to maintain that part of the side track lying outside of the right of way and exclusively used by him.

Six years ago considerable work was done on this matter by Henry L. Goemann, then and now chairman of the Transportation Com'te of the Grain Dealers National Ass'n, who requested shippers to write him and he would see that the objectionable orders were not enforced.

The question in each case is whether the side track is on the land of the railroad company or the shipper. Each has to maintain the track on his own land. There are several good

reasons for this position, one being that the railroad can use the part of the track on its right of way for any purpose, but cannot use the track on the ground owned by the shipper for the benefit of other shippers without his consent.

Minneapolis Grain Shippers Elect Officers.

At the April meeting of the Minneapolis Grain Shippers Ass'n, held at the Hotel Nicolet April 8, the followings officers were elected: R. C. Woodworth of Concrete Elev. Co., president; J. R. Hessburg of Hiawatha Grain Co., vice-pres.; J. A. Gould of Sheffield Elevator, sec'y-treas.; A. L. Goetzmann of A. L. Goetzmann Co., director; C. E. McCartney of Purina Mills, director.

The annual report of the Secretary showed the association to be in a flourishing condition.

Secretary Jno. G. McHugh, of the Minneapolis Chamber of Commerce, addressed the members on the Pending Legislation at Washington as affecting the Grain Trade. Mr. McHugh pointed out the chaos which would result in the trade if certain legislations now proposed were enacted into laws. He also showed the ludicrous results which would result from certain proposed legislation.

Two hundred and fifty dairymen, meeting in Utica, N. Y., early last month, endorsed a proposal to merge dairy farmers' organizations of New York in a gigantic co-operative ass'n. This meeting, resulting from agitation to protect the New York City market from western invasion, represented 125,000 milk producers of New York, New Jersey, Pennsylvania and Connecticut. Another pooling proposal may develop.

Program Western Grain Dealers Convention.

Ass't Sec'y D. O. Milligan of the Western Grain Dealers Ass'n in announcing the 26th annual meeting says the tentative program is as follows:

Monday Morning Session.

The Oak Room, Fort Des Moines Hotel, Registration
Community Singing—Pep-Master, Ray Murrel
of Cedar Rapids.
Address of Welcome—Mr. Joe Tuttle, Vice-Pres. Chamber of Commerce.
President's Address—Clifford C. Belz, Conrad, Iowa.
Secretary-Treasurer's Report—David O. Milligan, Ass't Sec'y & Treas., Des Moines.
Supplementary Report—N. S. Beale, Tama, Ia.
Claims and Their Status—John Baker, Kansas City.
Appointment of Committees.

Monday Afternoon Session.

Community Singing—Leader, J. R. Murrel, Jr. The Elevator Operator's Margin—Charles S. Clark, Grain Dealers Journal, Chicago.
A New Standard for Iowa Oats—Mr. Frank G. Ely, Chicago.

General Discussion:

1. The Oat Situation.
2. Seed Corn Testing.

Tuesday Afternoon Session.

Community Singing—Leader, J. R. Murrel, Jr. What is the Future Plan of Marketing Grain? Does the Grain Merchant Have a Future? The Farmer in Business—Mr. Coverdale, Cedar Rapids, Iowa.

Business Ethics—Mr. Arthur Huntington, Cedar Rapids, Iowa.

General Discussion:

1. Handling the 1925 Corn Crop—N. S. Beale, Tama, Iowa.
2. Value of District Meetings—Mr. Van Guden, Manson, Iowa.

Tuesday Evening Banquet.

Fort Des Moines Hotel.
An extensive entertainment by courtesy of Western Grain Dealers Ass'n and the Des Moines Board of Trade.

Wednesday Morning Session.

Community Singing—Leader, J. R. Murrel, Jr. Called to order by President Belz.
George A. Wells Memorial Program.
Reports of Committees.
Election of Officers and Directors.

A New Farm Leaders' Bill.

The bill submitted by the 22 farm leaders and summarized on page 341 of Mar. 25 number of the Journal has been succeeded by a new bill bearing date of Apr. 2 and known as "confidential com'te print" without S number. The Journal has obtained possession of one of the few copies printed and finds important changes.

First, corn is put into the same class as wheat, cattle and swine, without special provision as in the first draft of the bill.

Second, regulation of cotton to boost the price to foreign consumers is provided.

Third, instead of requiring the millers alone to collect the wheat equalization fee, the grain dealers or millers first buying from the grower are required to collect the fee and to account for it to the Board; but the fee is not required to be collected on a first sale by a grower to a co-operative ass'n, to be settled for by the ass'n later for his account.

Fourth, Sec. 11 is amended by the insertion of the following clause "but no such fee shall be paid in respect of cotton or corn prior to three years from date of the passage of this act." The effect of this clause is to postpone for three years the operation of the bill with regard to cotton and corn, the political purpose to overcome the opposition of the cotton planters to price fixing, and to make it easier to get the bill thru Congress. After having experimented upon wheat, swine and cattle price-fixing for three years the cotton planters will know more about the effects and can have the bill amended at that time to exclude cotton entirely if price fixing proves to be the failure the cotton men think it will be.

Correspondents of Clement, Curtis & Co. report the country's supply of hogs at about 2.5% larger and breeding sows at 6.4% larger than at the end of March a year ago.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Apr. 15.—Pacific Coast Seedsman's Ass'n, Del Monte, Calif.

Apr. 19-21. Western Grain Dealers Ass'n at Des Moines, Ia.

May 11-12. Illinois Grain Dealers Ass'n at Decatur, Ill.

May 18-19. Grain Dealers and Millers Ass'n of Oklahoma at Enid, Okla.

May 20-21. Kansas Grain Dealers Ass'n at Salina, Kan.

May 24-25. Texas Grain Dealers Ass'n at Houston, Tex.

May 27-29. American Feed Manufacturers Ass'n at French Lick, Ind.

June.—Midsummer meeting of the Indiana Grain Dealers Ass'n at Purdue University, West Lafayette, Ind.

June 11-12. Pacific Northwest Grain Dealers Ass'n at Spokane, Wash.

June 22. Retail Feed Dealers of Wisconsin at Milwaukee, Wis.

June 24. Mutual Millers & Feed Dealers Ass'n at Buffalo, N. Y.

June 24-25. Eastern Federation of Feed Merchants, Buffalo, N. Y.

June 24-26. Southern Seedsman's Ass'n at Huntsville, Ala.

June 28-29. Wholesale Grass Seed Dealers Ass'n at Chicago.

June 29, 30, July 1. American Seed Trade Ass'n at Chicago.

June 29-July 1. National Hay Ass'n, Niagara Falls, N. Y.

Aug.—Ass'n of Official Seed Analysis of North America in conjunction with the International Botany Congress at Cornell University, Ithaca, N. Y.

Oct. 18-20. Grain Dealers National Ass'n at Buffalo, N. Y.

Exchanges' Brief Against Farm Leaders' Bill

The grain exchanges on Apr. 8 prepared the following statement of their position against the price-fixing bill, to be filed Apr. 12 with the Com'ite on Agriculture and Forestry:

April 8th.

Hon. Geo. W. Norris,
Chairman, Committee on Agriculture and Forestry,
United States Senate, Washington, D. C.
Dear Sir:

Word reaches us that in connection with consideration by your committee on Agriculture and Forestry of H. R. 7893 you are also considering the advisability of amending such bill by the addition of a draft of a bill submitted by the so-called "Corn Belt Com'ite of Twenty-Two" or possibly of substituting such draft for H. R. 7893.

If our information is substantially correct then the Grain Exchanges listed at the close of this letter wish to be on record as opposed to the amendment or substitution as above outlined.

While there seems to be no new principle involved in this bill "to aid in the orderly marketing and in the control and disposition of the surpluses of agricultural commodities, and for other purposes," as compared with legislation proposed two years ago, on which proposed legislation numerous members of the grain trade expressed themselves quite at length during the hearings before committees in both houses of Congress, it seems wise, in order to avoid any possible misunderstanding of our attitude, to restate briefly a few objections to the plan proposed by the Corn Belt Committee of Twenty-Two.

Provides for Maximum Price.—1. The bill clearly provides for the establishment of a maximum price for basic agricultural commodities. Any maximum price so established, to meet the demands of the advocates of the proposed legislation, would become the minimum price and the Government would thereby enter upon the most dangerous of experiments—that of price fixing. To provide for the establishment of that principle by Congressional action would, in our opinion, create a condition much more intolerable than the condition which it is proposed to improve. Price fixing is economically unsound and would destroy not only the business of those who assist the producer in marketing his products but the independence of the farmer as well.

Impossible to Forecast the Future.—2. The proposed legislation provides that, when the board (which is created by the bill) finds that there is or may be during the ensuing year a surplus above domestic requirements of wheat or corn, the board shall determine upon and may declare an operation period and prepare for its operations in respect of such basic agricultural commodities.

What board or committee that may be so constituted can look into the future and determine what the yield or surplus will be for any year? The fluctuations in the yield of wheat are sufficiently wide to make the proposed legislation unworkable. The United States production of wheat for several years was as follows:

1915	1,025,801,000
1916	636,318,000
1917	636,655,000
1918	921,438,000

What will be the production and the surplus of wheat during the present ensuing year? If Congress, assisted by all of its agencies, can not answer this question, how can it expect any board to answer it? This proposal is too speculative and uncertain to require serious consideration, and yet the legislation is bottomed upon this very uncertainty.

Would Increase Cost of Living.—3. The avowed purpose of the proposed legislation is to create an artificially high level of domestic prices as compared with the world's level of prices. To substantially increase by artificial means the domestic prices will increase the cost of living very substantially. Every member of Congress who votes for this proposal must realize that he is voting for a proposition to substantially increase the cost of living to every American, for the avowed purpose of the bill is to increase the domestic price of "basic agricultural commodities." If such prices are not increased the very object of the bill must fail. There should be no misunderstanding the issue or of the consequences that will certainly follow the enactment of this class of legislation.

4. This export bounty on wheat would not only increase the cost of living, but would

stimulate increased production of wheat. Increased production brought about by artificial stimulus in spite of any good advice given by the proposed Federal Farm Board would eventually increase rather than diminish, the hardships of the farmer.

Co-operative Monopoly of Exports.—5. The proposed legislation would confer upon the co-operatives with whom the Federal Farm Board made export contracts, a complete monopoly, as no private exporter could compete with an agency whose losses were guaranteed by government agency, and paid from funds appropriated in part by Congress.

Destruction of Future Trading.—6. While it is admitted by the proponents of this measure that its enactment into law would destroy future trading in agricultural commodities, it is maintained by them that those engaged in the merchandise of agricultural commodities would not be hampered in the transaction of their regular business. Such would be the case only if it is the intention of the Federal Farm Board to fix prices (which we understand is denied by proponents of the measure) and to fix and guarantee the compensation of all those who assist in the marketing of these agricultural products. Otherwise ordinary supply and demand factors being artificially eliminated and in the absence of future trading there is no basis of values, and tolls would necessarily be exacted by dealers or millers to insure them against wide fluctuations in price, would interfere with the purpose to be accomplished.

Eliminate Dealers After Two Years.—7. The bill by its terms gives the regular grain dealers two years in which to adjust themselves to entire elimination since, after two years, the Federal Farm Board could make contracts for handling basic agricultural commodities only with cooperative associations. As a result there would be practical confiscation of property since cooperative ass'ns would be in a position to buy on their own terms the extensive facilities for handling and processing which have been built up by private enterprise under the present grain marketing system.

State Socialism.—Such purchases, running into hundreds of millions of dollars, could be made only through the use of funds from the national treasury. There is no escape from the conclusion that by the adoption of the proposed measure Congress would not only be putting the national government into business but would be duplicating on a large scale the North Dakota experiment in state socialism.

Consumers Not Represented.—8. The proposed measure makes no adequate provision for representation on the Federal Farm Board of the more than seventy per cent of the population of the United States not engaged in agriculture. Nor is there any other safeguard provided for the protection of the interests of the general public, especially in view of the exemptions already provided by federal legislation for organization of agricultural producers.

9. Legislation enacted by Congress during the past few years, dealing with grain marketing, has had as one of its main objects the prevention of manipulation of prices. This proposed legislation is designed to legalize such manipulation by a Federal Board nominally controlled by a very small proportion of an important industrial class.

10. The opportunities given, by the terms of this proposed measure, for political control of the Federal Farm Board and for the abuse of the powers of the Board for political purposes, are too patent to need more than mention.

As stated in the early portion of this communication, the grain trade is already on record, in the hearings on the McNary-Haugen bill, with respect to the principles here involved and we submit this statement on behalf of those we represent to save further time of your committee. If, however, it is your desire that representatives personally appear to further discuss the measure recently submitted, we shall be glad to meet your wishes in this respect.

Respectfully submitted,

GRAIN EXCHANGE COMMITTEE.

By Lonsdale, Vice-Chairman.

Gates, sec'y.

Submitted on behalf of:
Minneapolis Chamber of Commerce.
Kansas City Board of Trade.
Chicago Board of Trade.
Duluth Board of Trade.
Omaha Grain Exchange.
St. Louis Merchants Exchange.
Milwaukee Chamber of Commerce
Toledo Produce Exchange.

New President Milwaukee Chamber of Commerce.

The new president of the Milwaukee Chamber of Commerce will enjoy the cordial co-operation of every member in administering the affairs of the organization for the ensuing year. W. A. Hottensen is known to all as one faithful to his trust and possessed of the ability to promote the interests of the Chamber of Commerce.

Under the kindly guidance of the late and esteemed Wallace M. Bell Mr. Hottensen as a boy learned that principle came before expediency, and their first duty was to safeguard the interests of the firm's patrons. Since he entered the employ of the firm 28 years ago, then known as the Bell Commission Co., he advanced step by step from office boy to his election as president, after the death of Mr. Bell, founder of the business, about a year ago.

Mr. Hottensen has served on various com'ites of the Chamber of Commerce since 1910, being a member of the Board of Arbitration on Grass and Clover Seed during that year, and chairman of that com'ite in 1912, a member of the Board of Appeals from 1912 to 1925, a director from 1916 to 1922 and vice-pres. from 1924 to 1926. Since 1915 he has been treasurer of the Chamber of Commerce Clearing House.

He is vice-pres. and treasurer of the Globe Co., at Watertown, Wis., one of the largest rye mills in the West.

St. Paul, Minn.—Importation of alfalfa hay or cereal straw of any kind grown or stored in the districts infested with alfalfa weevil, or of alfalfa meal from the state of Utah and parts of Idaho, Colorado, Nevada, Wyoming, Oregon and California, has been prohibited by the Minnesota State Department of Agriculture.



Wm. A. Hottensen, Milwaukee, Wis.
Pres. Elect Chamber of Commerce.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

One Metric Defender.

Grain Dealers Journal: What ails the editor of the Grain Dealers Journal that he is so "het up" about the metric system?

I have been in the drug business, and the coal, feed and milling business for 25 years, and hope to live long enough to see the metric system in full force.—L. C. Rice, Paris, Ky.

At the convention in Kansas City in October the Grain Dealers National Ass'n went on record against the metric system, and at the hearing by the House Com'te on Coinage, Weights and Measures March 19 a brief against the metric system was put in by the Ass'n. The change to the metric system would be costly and the benefits practically nil. The present bill aims to make use of the metric system compulsory. Its use was long since legalized by Congress, but no one seems to prefer it except the lobbyists.

Prohibition Did Not Ruin Barley Growing Everywhere.

Grain Dealers Journal: In the Mar. 25 number of the Journal was an item stating:

Prohibition has ruined the barley growing industry in the Dakotas, according to one dealer writing in "Letters," this number. Previous to Volstead his 9 elevators shipped 41 cars of barley where now they ship none.

I read the letter referred to and want to say Mr. Blewett is wrong. He says the Dakotas and Minnesota are losing \$70,000,000 per year. How can they when less than 100,000,000 bus. of barley are raised in those states during an average year? Compare the average price of barley now with what it was before the war and note the result.

Further statements in his letter indicate he thinks he can buy Illinois land for \$40 per acre. He says Illinois land has depreciated to that figure from \$300 before prohibition. Let him come down to this state with \$40 and see what he can buy. Maybe a second hand flivver, but not an acre of land.

On the other hand, before prohibition we shipped from Waterman 1 car of barley a year. From the 1925 crop we have so far shipped 13 cars. If we had 9 elevators our shipments might have been 117 cars. Hurrah for prohibition!—Wakefield Grain Co., Waterman, Ill., Roy Wakefield, mgr.

Aid the Samplers.

Grain Dealers Journal: Complaint is very quickly made of slip-ups and poor work. Good work is taken for granted, it is expected.

In recent months some complaint has been made in regard to the sampling done by the Illinois state samplers at Chicago. Some of these are no doubt justified. But sampling is no better in the other terminal markets. Grain samplers are human and will slip occasionally in spite of the efforts of their chiefs to get samples which represent the average quality of cars contents.

Truly representative samples are often hard to obtain due to the car being loaded unevenly or too full. Shippers can greatly aid the sampler in obtaining representative samples by taking some pains to load their cars evenly.

If poor grain is loaded into the car first, spread it in an even layer over the floor before loading in the good grain on top. This will enable the sampler to procure an honest, fair sample with every probe he makes in the load.

Don't load a car so high that the sampler cannot crawl between the top of the grain and the car roof, comfortably. Frequently the

sampler has to work quickly and cannot take time to scoop a passage back to the corner.

For your own protection keep as accurate records as possible regarding every car of grain you ship as well as an average sample of its contents. They furnish reason for calling re-inspection when that is advisable.

In 1925 Chicago forwarded great quantities of grain to other markets. Ninety-five per cent of it graded the same at destination as at the Chicago market.

While sampling at Chicago is no worse than at most other terminal markets, constant efforts are being made to improve it. Shippers can aid greatly by properly loading their shipments. —Chicago Inspector.

Replies to Mr. Blewett.

Editor Grain Dealers Journal: We have read with much interest the letter in the Journal of March 25, signed by Pierce Blewett of Jamestown, N. D., and with your permission will try to answer him. Since he is on the anti-prohibition side and is given a column in your paper, we would naturally be led to believe your paper will be willing for the prohibition side to have an equal amount of space.

Mr. Blewett admits ownership of nine elevators and the loss of some business because of reduced shipments of barley. How selfish, as if that was all his business.

Presuming there was an actual loss of \$70,000,000 worth in farm sales in the three states, Minnesota, North and South Dakota, as he claims, then there was saved many times that amount for the people to buy the necessities of life and millions of dollars left for such luxuries as the automobile and radio, and thousands of home owners who never could own a home if booze was sold openly and legally.

The farmers themselves voted the nefarious business out of existence and now their wives and daughters will help to keep it out. The few who would make and sell it and profit by shipping it, will not be permitted to debauch a class of people who can not use booze in moderation. It is a well-known fact that few people can.

Referring to the farmers of Canada. As a class they did not vote booze back, but the large number of foreigners who have settled their town and farms did. They have brought with them the ideals found in European countries where they were subjects of a ruling class who, it is alleged; own large interests in breweries and distilleries and profit by debauching their subjects. When these people arrive in this country and become free citizens instead of subjects, too often they have teachers from abroad who mistake liberty for license and who can not be cause they know not, teach our first class American ideals either in Canada or the U. S. A.

That prohibition is the cause of the decline in price of land in Illinois from \$300 to \$40 per acre is such an absurd statement it is not worthy of a reply. It is a disgrace on a civilized people to permit one class of mankind to debauch another class for profit whether they be farmers or any other class.

Prohibition is the law of the land and can only be repealed by the same method as was used to place it in our Constitution—by the voice of the people, and not through a few politicians who are ready to do anything for place and favor of the booze element of certain sections for their own selfish gain. Congress can not and dare not attempt to nullify our constitutional law to please a class of people who desire to manufacture and sell an article that is not beneficial to or necessary for the consumers of that article but in millions of cases is debauching and brutalizing to the user thereof.

Booze makes a beast out of a would-be gentleman.

I have been in the hay and grain business for 27 years, commencing when 26 years old, and on March 26 was 53 years old, and am sound in mind and body. I neither booze nor smoke, neither did father, grandfather or great-grandfather, and I am pleased to speak the truth

about it.—Yours truly, P. M. Ashbrook, Alexandria, Ohio.

Favor Goemann's Bill S3069.

Grain Dealers Journal: Following receipt of communications from the Van Dusen-Harrington Co. we wrote Mr. Henry L. Goemann, chairman of the transportation com'te of the Grain Dealers National Ass'n confirming our approval of his action regarding his bills, H. R. 9214 and S. 3069.

We are unable to see any effect that it can have other than to restrict one rule that the carriers are now permitted to carry in their tariffs.

We fail to see wherein it amends any law under which claims for loss and damage are now prosecuted, or gives the Commission any power other than to reject as unlawful tariffs that may carry rules in conflict with the provisions of the bill.

While The Van Dusen-Harrington Company has a probably excellent program as to state legislation, it does not appear to us that this conflicts with Mr. Goemann's procedure.—L. W. Perkins, traffic manager, Cincinnati Grain & Hay Exchange, Cincinnati, O.

Volstead and the Farmers Market.

Grain Dealers Journal: The remarks of Pierce Blewett in the last number of the Journal are hailed with approval. Only he didn't say enough.

Instead of dreaming and arguing fantastic visions impractically designed to help the farmer let Congress come to earth. Modify the prohibition law and watch a whole lot of these farmers perk up and look cheerful.

This country raises annually about 200,000,000 bus. of barley. Before prohibition about 600,000,000 bus. were used for malting purposes. Now between 20,000,000 and 25,000,000 bus. are used for that purpose. This is a reduction of only a little more than 35,000,000 bus. in the old channels of barley trade. Not much to be sure.

But that surplus of 35,000,000 bus. of high-class premium barley is dumped on the feed market in competition with corn and oats and creates a larger surplus and lessened demand for those products. The same is true of the train load of corn and large quantities of rye once used daily by Peoria distillers. Closing them created a larger surplus and lower prices in all products in the feeding field, including commercial mixed feeds.

Perhaps the degree to which the prices of feeding grains is lowered is not sufficient to warrant excitement on the part of the farmer. Consider it a step farther.

The government is losing untold sums of revenue once paid by the distilleries and breweries for license to make their products. The burden born by those institutions must fall somewhere, and it naturally reverts to the taxpayers, many of whom are farmers trying to make a living on high-priced land taxed accordingly, or manufacturers of products purchased by the farmer, who must pass them on to the purchasers in increased prices in order to continue in business; or laborers who must pass on such burdens by obtaining higher wages. Besides bearing the loss of a portion of his market for all grains thru the 18th amendment the farmer must help to bear the taxes formerly born by the liquor industry. Take another step.

Untold sums are necessarily used in the attempt, the ineffectual, enforcement of the Volstead act. These bills are paid by the government, which obtains its revenue from the taxpayers and thereby again passes this additional expense of continually mounting proportions back to the farmer, both directly and indirectly, thru the manufacturers and property owners. Follow this with another step.

By far the larger part of manufactured beer and other liquor products was shipped from the point of manufacture to the point of consumption by rail. Beer was 85% water and other liquors contained similarly high per-

centages. High rates were paid for their transportation and the railroads obtained heavy revenue from these and the raw products used, which aided in paying their profits and expenses and kept down the rates on other commodities, including those shipped and those purchased by the farmer. The railroads no longer obtain this revenue from transporting water and the products for and of the industry, and the burden falls again directly or indirectly on the farmer.

Let Congress help the farmer and do so practically by modifying the Volstead act.—M. C. Johnson, Chicago.

Shrinkage in Farmers Market Due to Volstead.

Grain Dealers Journal: While we are on the

question of helping the farmer, let our congressmen not forget that they aided in shrinking his market and giving him low prices by passage of the 18th amendment, particularly on malting grains.

Before Volstead the malting industry used upwards of 60,000,000 bus. of first-class melow malting barley raised in Northern Illinois, Wisconsin, Iowa and Eastern Minnesota, and paid high premiums to obtain the grain it needed. Now less than half that amount is used. The demand is lessened and barley takes feeders prices. It doesn't pay the farmer to raise first-class barley any more.

At the same time the farmer is deprived of the distiller's grains, the by-product of the industry, which he once obtained at small prices and fed to his stock at a good profit. In con-

sequence he must pay high prices for full grains and feed at a smaller margin.

Congress can aid the farmers of the barley growing districts by amending the Volstead act and are sure to earn the applause of a lot of farmers by so doing.—Albert Schwill & Co., Chicago.

Death of John E. Bacon.

John E. Bacon, who for the last thirty-three years has been associated with the American Elevator and Grain Trade and the American Miller, passed away at his home in Chicago Friday evening, April 2nd, following a stroke of apoplexy brought on by strenuous exertion in pushing his automobile through deep snow into the garage. Mr. Bacon was born at Wilton Junction, Ia., in 1864, was a graduate of the University of Iowa. He had long represented the two publications at trade conferences and conventions and won friends among the members of the milling and grain trades. Modest, kindly, conservative and dependable, John was highly regarded and will be greatly missed from the conventions of the trades.

Volume and Open Trades on Chicago Board.

Revised figures showing the daily volume of trading in grain futures on the Chicago Board of Trade during March, as reported by the Grain Futures Administration of the U. S. Department of Agriculture. The figures listed represent sales only, there being an equal volume of purchases. Expressed in thousand bushels, i. e. (000) omitted:

MARCH	Wheat	Corn	Oats	Rye
1	110,145	22,190	3,734	2,035
2	83,837	17,161	5,851	2,422
3	65,938	10,324	4,801	1,520
4	68,559	21,073	4,401	2,689
5	67,201	14,094	2,918	3,814
6	31,468	5,793	1,593	924
7	45,785	8,221	1,778	634
8	43,957	5,745	1,139	1,074
9	63,688	9,662	3,615	1,372
10	66,289	8,833	1,587	927
11	79,694	6,312	1,876	1,785
12	51,276	3,829	1,146	1,062
13	48,583	7,993	1,377	1,433
14	45,590	4,987	2,622	927
15	50,369	8,262	2,118	1,363
16	62,942	12,040	1,678	1,092
17	77,502	26,649	2,851	2,258
18	70,100	16,035	2,977	1,139
19	82,844	18,419	2,628	1,510
20	72,461	14,803	5,623	2,298
21	64,652	10,336	2,635	845
22	56,575	7,398	2,486	840
23	61,774	10,299	2,647	966
24	37,866	5,213	1,773	894
25	49,614	4,227	2,371	958
26	46,316	7,552	3,772	833
27	52,241	6,374	4,198	567
28				
29				
30				
31				
Total	1,647,196	294,824	76,094	37,031

APRIL	Wheat	Corn	Oats	Rye
1	63,664	5,746	2,071	935
2	26,886	12,603	3,503	531
3	39,706	6,383	3,833	499
4	34,384	6,101	3,729	588
5	29,336	8,769	4,658	1,243
6	47,148	8,671	5,141	894

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 5.	Apr. 6.	Apr. 7.	Apr. 8.	Apr. 9.
WHEAT.																
*Chicago	156	160	160 1/2	157 3/4	159 1/4	158	156 1/4	156 1/4	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	157 1/2	159 1/4	158 1/4
Kansas City	147 1/2	160 1/2	158 1/2	148 1/2	149 1/2	148 1/2	146 1/2	146 1/2	147 1/2	148 1/2	148 1/2	149 1/2	148 1/2	149 1/2	148 1/2	148 1/2
St. Louis	157 1/2	158 1/2	158 1/2	156 1/2	157 1/2	156 1/2	154 1/2	154 1/2	155 1/2	156 1/2	156 1/2	157 1/2	156 1/2	157 1/2	156 1/2	156 1/2
*Minneapolis	150 1/2	153 1/2	151 1/2	152 1/2	151 1/2	150 1/2	149 1/2	149 1/2	150 1/2	150 1/2	150 1/2	150 1/2	150 1/2	150 1/2	150 1/2	150 1/2
Duluth (durum)	131 1/2	135 1/2	136	134 1/2	135 1/2	133 1/2	132 1/2	133 1/2	136	136 1/2	137 1/2	139 1/2	137 1/2	137 1/2	137 1/2	137 1/2
Winnipeg	147	160	150 1/2	148 1/2	149 1/2	148 1/2	147 1/2	147 1/2	149 1/2	149 1/2	149 1/2	151 1/2	149 1/2	149 1/2	149 1/2	149 1/2
*Milwaukee	156 1/2	159 1/2	160 1/2	158	159 1/2	158 1/2	156 1/2	156 1/2	157 1/2	158	158	159 1/2	158 1/2	159 1/2	158 1/2	158 1/2
CORN.																
Chicago	72 1/2	73 1/2	73	72 1/2	73 1/2	73 1/2	73 1/2	71 1/2	71 1/2	71 1/2	72 1/2	73	71 1/2	71 1/2	71 1/2	71 1/2
Kansas City	66 1/2	67 1/2	67 1/2	66 1/2	67 1/2	68 1/2	68 1/2	66 1/2	66 1/2	66 1/2	67 1/2	67 1/2	66 1/2	67 1/2	66 1/2	66 1/2
St. Louis	70 1/2	71 1/2	71 1/2	70 1/2	71 1/2	71 1/2	71 1/2	69 1/2	70 1/2	70 1/2	71 1/2	72 1/2	70 1/2	71 1/2	70 1/2	70 1/2
Milwaukee	72 1/2	73 1/2	72 1/2	72 1/2	73 1/2	73 1/2	73 1/2	71 1/2	71 1/2	71 1/2	72 1/2	73	71 1/2	71 1/2	71 1/2	71 1/2
OATS.																
Chicago	39 1/2	40 1/2	40 1/2	40	40 1/2	41 1/2	41 1/2	39 1/2	41	41 1/2	41 1/2	42 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Kansas City	37 1/2	38 1/2	38 1/2	38 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
*Minneapolis	35 1/2	36 1/2	36 1/2	35 1/2	36 1/2	37 1/2	37 1/2	36 1/2	37 1/2	37 1/2	37 1/2	38 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Duluth	46 1/2	47 1/2	48 1/2	47 1/2	48 1/2	48 1/2	48 1/2	47 1/2	48 1/2	48 1/2	49 1/2	50 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Winnipeg	39 1/2	40 1/2	40 1/2	40	40 1/2	41 1/2	41 1/2	40 1/2	41 1/2	41 1/2	41 1/2	42 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Milwaukee	39 1/2	40 1/2	40 1/2	40	40 1/2	41 1/2	41 1/2	40 1/2	41 1/2	41 1/2	41 1/2	42 1/2	41 1/2	41 1/2	41 1/2	41 1/2
RYE.																
Chicago	86 1/2	89	88	87 1/2	87 1/2	87 1/2	86	86 1/2	87 1/2	87 1/2	88 1/2	90 1/2	88 1/2	88 1/2	88 1/2	88 1/2
*Minneapolis	80 1/2	82 1/2	82 1/2	80 1/2	81 1/2	80 1/2	79 1/2	80 1/2	81 1/2	81 1/2	82 1/2	83 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Duluth	83 1/2	85 1/2	82 1/2	83 1/2	84 1/2	83 1/2	82 1/2	82 1/2	83 1/2	84	85 1/2	86 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Winnipeg	87	89 1/2	89 1/2	87 1/2	88 1/2	87 1/2	86 1/2	86 1/2	87 1/2	87 1/2	88 1/2	89 1/2	87 1/2	87 1/2	87 1/2	87 1/2
BARLEY.																
*Minneapolis	60 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	62	61 1/2	61 1/2	61 1/2	61 1/2
Winnipeg	61	62 1/2	62 1/2	61 1/2	62	62 1/2	62 1/2	62 1/2	62 1/2	63 1/2	64	65 1/2	64 1/2	64 1/2	64 1/2	64 1/2
*New style.																

Open contracts in futures on the Chicago Board of Trade for March ("short" side of contracts only, there being an equal volume open on the "long" side, bushels (000) omitted:

MARCH	Wheat	Corn	Oats	Rye
1	102,540	60,894	52,583	15,768
2	99,053	60,383	52,037	15,606
3	97,596	61,021	51,681	15,486
4	98,210	60,385	51,633	15,219
5	98,455	59,156	51,723	15,238
6	98,400	59,205	51,910	14,849
7	98,842	58,939	51,933	15,061
8	97,641	58,981	51,545	15,102
9	99,655	58,913	51,345	15,077
10	101,497	58,643	50,933	14,992
11	99,080	59,172	50,875	14,717
12	98,770	59,101	50,807	14,603
13	99,789	59,351	50,617	14,541
14	99,254	59,242	50,367	14,665
15	98,307	60,008	50,180	14,798
16	98,546	60,771	49,999	14,794
17	96,657	60,502	49,832	14,659
18	89,358	59,983	49,737	14,698
19	88,258	59,390	49,692	14,758
20	87,656	58,590	49,071	14,821
21	86,418	58,924	48,935	14,745
22	86,954	58,495	48,843	14,792
23	90,479	58,625	48,760	14,652
24	91,952	58,617	48,539	14,752
25	90,132	59,012	48,441	14,521
26	91,390	58,390	48,558	14,392
27	91,756	59,013	48,521	14,328

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Springfield, Ill., Apr. 7.—Snow and rain during most of the week. Temperature averaged 15 degrees below normal. Snowfall was light in the south third of the state, but unprecedented amounts for the season fell in the west-central and northern counties with totals of 10 to 20 inches in most areas. A cover of several inches of snow still remains in the northern division. Wheat was probably benefited but absolutely no field work was done and none is possible for several days. Very few oats are planted.—C. J. Root, meteorologist.

INDIANA.

Columbia City, Ind., Apr. 6.—We are having a very backward spring. Seeds are moving slowly.—Crowell Grain Co.

Rockport, Ind., Apr. 3.—A good many farmers in Spencer county are planning a large acreage of soybeans this year because the wheat acreage is under that of former years.—C.

New Harmony, Ind., Apr. 3.—A. C. Thomas, grain dealer, says the condition of the growing wheat crop in southern Indiana is very encouraging for this time of the year. The plant is healthy and a good stand is general.—C.

IOWA.

Long Grove, Ia., Apr. 7.—We have a covering of snow and ice and roads are impassable. With the best kind of weather farmers will be unable to start seeding for another 2 weeks. If weather had been more favorable farmers would have sown a good acreage of barley, but it is now too late. A great deal of work will be necessary to put the ground in shape since we have only had 3 inches of frost and with the enormous amount of moisture the ground is heavy and sodden. As the season is growing late most of the small grain will be sown before the ground is fit and a poor crop is almost sure to result. Winter wheat is in fine condition but the acreage is smaller than during the past 4 years. Several farms will lay idle this year as rents are too high and fertility too low.—E. H. Anschutz.

KANSAS.

Wakefield, Kan., Mar. 31.—Winter wheat in this locality is coming thru the winter in fine shape.—Herbert L. Merritt, mgr., Wakefield Farmers Co-op, Ass'n.

Lebanon, Kan., Apr. 5.—Smith County will have a short wheat crop this year due to reduced acreage at seed time, attributed to extremely dry weather.—Lebanon Mill & Elevator Co.

Anness, Kan., Apr. 8.—Wheat prospects are good but we have had poor yields on other prospects just as good. Oats are damaged from freeze but don't know how much.—U. E. Baird Grain Co.

Almena, Kan., Apr. 7.—Wheat is good but needs more moisture. A good snow on the 3rd was not sufficient. However, the crop looks much better than last year when a late freeze did considerable damage.—Graham Elevator.

Abilene, Kan., Apr. 6.—Condition of wheat is 100%, or about 15% better than last year. The probable yield, however, would be a wild guess. Oats have all been planted and are up to a good stand. Other grains are about average.—Mid-West Milling Co.

Manhattan, Kan.—Reports reaching us indicate several hundred acres of winter wheat in western Oklahoma and southwestern Kansas have been devastated by the army cut worm.—J. W. McCulloch, entomologist, Kansas State Agricultural College.

Altamont, Kan., Apr. 7.—We have a good prospect for wheat with a possible 10% larger acreage than last year. Weather is cold and damp and it looks like spring crops are not going to get a very early start.—Farmers Co-operative Elevator Co.

Topeka, Kan., Apr. 10.—The autumn infestation of Hessian fly was much greater after seeding last fall than it was in the fall preceding the 1924 harvest. The potential menace from this source is therefore greater now than it was two years ago. In some south central counties field examination on acreages containing much volunteer or in early seeded fields shows as many as ten or twelve flies in the flaxseed stage this spring. Weather conditions during the egg laying time and during the hatch of the first spring brood will have much to do with the amount of this year's damage. Present moisture conditions are about as good as they were two years ago except for the northwest, where sub-soil moisture is very deficient and the surface supply only moderate. In the northwest and also in the northeast the top growth of wheat is small; in a few southwestern and south central counties it is very rank and developed beyond normal; elsewhere the growth is about normal.—Kansas State Board of Agriculture.

MICHIGAN.

Lansing, Mich., Apr. 10.—Rye is a less popular crop in Michigan than formerly and many farmers have discontinued raising it. Much of the acreage was sown late in the fall due to adverse weather conditions, and made but little growth before winter set in. The condition is reported at 81%, against 87% one year ago and 88, the ten-year average for Apr. 1. With ample moisture now in the soil, both wheat and rye should react favorably when growth starts.—L. W. Watkins, commissioner of agriculture, and Verne H. Church, agricultural statistician, U. S. Bureau of Agricultural Economics.

MINNESOTA.

Minneapolis, Minn., Mar. 26.—Seeding is quite general in the Dakotas.—B. F. Benson, Benson-Quinn Co.

Minneapolis, Minn., Mar. 26.—Farmers between Grand Forks and Fargo are reported to be seeding.—J. L. McCaull, McCaull-Dinsmore Co.

MISSOURI.

Aldrich, Mo., Apr. 6.—Wheat is looking fine, tho the acreage is short.—J. L. Morgan, Aldrich Mill.

Archie, Mo., Apr. 6.—We have a small acreage of wheat this year but it is looking fine and has plenty of moisture. About one-half of the oats are sown and some are coming up. The ground is very wet and cold.—A. A. Marshall & Son, Archie Elevator.

MONTANA.

Malta, Mont., Mar. 26.—The crop in this territory will be sown in 10 days.—Bartlett-Frazier Co.

NEBRASKA.

Blair, Neb., Mar. 25.—The new wheat crop is looking fine.—Blair Milling Co.

Burchard, Neb., Apr. 10.—Wheat is in very good looking condition and there is only about 50% as much acreage here as a year ago. Have had plenty of rain and ground is in excellent condition. Weather is still too cold for anything to grow much; 90% of the oats crop is already planted, about the same acreage as a year ago; 50% more acreage of corn expected this coming year.—Burchard Grain & Supply Co.

NEW MEXICO.

Albuquerque, N. Mex., Mar. 30.—The weather here for the past week has been miserable—rain, snow, hail and sand all in the same hour, but the sun is shining today and we hope winter is over. This country has not had such weather in years, but the moisture is a blessing. It means good crops.—J. J. F.

OKLAHOMA.

Guthrie, Okla., Apr. 9.—Crop conditions are perfect here, and with few showers from now to crop maturity, Okla. should break previous crop records.—Logan County Mill & Grain Co.

Butler, Okla., Apr. 8.—Wheat looks at least 25% better than it did last year at this time. Plenty of moisture in the ground and a full crop will be planted.—Robt. Nichols, Farmers Union Exchange of Butler.

Blanchard, Okla., Apr. 9.—Wheat acreage small, no larger than in 1925. About a 50% increase in oats acreage over 1925. Weather very favorable for both wheat and oats. There will be an increase in both corn and broom corn acreage over 1925—perhaps 30%.—Chick-ashaw Elvtr. Co.

Fort Cobb, Okla., Apr. 10.—Wheat and oats fine.—Fort Cobb Elvtr. Co.

Buffalo, Okla., Apr. 9.—Wheat prospects here are the best we ever had for this season. It looks like an average of 20 bus. per acre.—Jim Litz, mgr. L. O. Street Grain Co.

Burt (Frederick p. o.), Okla., Apr. 8.—The wheat crop is fine this year as is also oats. Plenty of moisture makes the crop prospects much better than a year ago.—E. O. Billingslea Grain & Cotton Co.

Bridgeport, Okla., Apr. 7.—Prospects for the growing wheat crop in this territory are fine. Yield should be between 25 and 30 bus. per acre, whereas last year's crop was almost a failure averaging only 4 to 6 bus. New oats are not so good and little corn has been planted as yet.—O. E. White.

Chicago, Ill., Apr. 2.—Crop, soil and weather conditions are generally good in Oklahoma and vegetation is further advanced than usual at this date. Soil moisture is plentiful except in some central and western portions. Killing frosts occurred during the middle of March in some localities but no serious damage on that account is reported. Growth of wheat and oats has been slow on account of low temperature but condition generally is good and it is expected oats will show an increase of 18% over last year's acreage. Corn plant is becoming general in southern sections and for the state as a whole it is expected acreage will be about 11% less than last year.—A. Mackenzie, freight traffic manager, C. R. I. & P. R. R.

SOUTH DAKOTA.

Fairfax, S. D., Apr. 9.—Conditions in grain business very quiet. Poor crop for two years. Soil condition very dry.—Torrence Glynn Co.

TENNESSEE.

Bear Creek, Tenn., Apr. 6.—The wheat crop looks very promising. Farm work is progressing since the weather opened up.—J. C. Breedon.

Wartrace, Tenn., Apr. 10.—Condition of growing crop here at present time very good. Think we will produce 25% more wheat here this year than last year. Much land is already prepared for corn planting, and from the reports there will be a large acreage planted to corn this year. Business is good and future prospects are bright.—Garrison Valley Mills.

TEXAS.

Fort Worth, Tex., Apr. 2.—The acreage of all grain crops has been increased in Texas and the condition is a great deal better than a year ago.—H. B. Dorsey, sec'y, Texas Grain Dealers Ass'n.

Kansas City, Mo.—Millers of the Southwestern Millers League, in their 16th annual convention here, estimated the probable 1926 winter wheat crop, based on present prospects, as: Kansas, 175 million bus. against 75 million last year; Oklahoma, 65 million, against 28 million; Texas, 32 million, against 6½ million; Nebraska, 62 million, against 32 million; Missouri, 30 million, against 22 million; 5 states, 364 million, against 163½ million in 1925.

Murray's Report.

Chicago, Ill., Apr. 2.—The condition of winter wheat in the United States at the close of March is estimated to be 87.6% of normal, compared with 68.7% as reported by the government for April 1, 1925, and the ten year average Apr. 1 condition of 79.2%.

The condition in the soft wheat region of Missouri, Illinois and Indiana is still below average, although much better relatively than on Dec. 1. Conditions are very high in the central area including Nebraska, Kansas, Oklahoma and Texas. As this report is prepared most of the winter wheat area is covered with a blanket of snow, which is regarded as favorable for the wheat.

Estimates of correspondents indicate about 5.4% of the area sown will be abandoned. Last year the abandonment was unusually heavy, 21.7%, the average for the past ten years being 12.7%. Estimates of abandonment are heaviest this year in Ohio, Indiana, Illinois and Missouri with about 10%.

The present winter wheat prospects are about 570,000,000 bus., the final outcome to exceed this amount if conditions continue more favorable than average, and to fall below this if future conditions are more adverse than average. Last year's crop was 398,000,000 bus., two years ago 590,000,000, and the average for the past ten years 585,000,000 bus.

Farmers intend to reduce their spring wheat acreage 1.8%, bread wheat to be reduced 8% and durum wheat increased 19.5%, according to the Department of Agriculture. This would indicate about 14,956,000 against 16,257,000 last

of bread wheat and 5,585,000 against 4,674,000 last year of durum.

A ten year average yield per acre of all spring wheat is 12.1 bus. Assuming an acreage yield per acre the production on the intended acreage would be about 250,000,000 bus. Last year's production was 271,000,000 bus. and the average for the past ten years 243,000,000 bus.

The condition of rye is about 83% of normal, compared with 84 a year ago and 86.6 the ten year average. As the ten year average yield is .9 bus. per acre, an Apr. 1 par would be about .1 bus., and a condition of 83 indicates a yield of 1.34 bus., which on the 3,426,000 acres would produce 45,900,000 bus. Last year's crop was 696,000 bus., the year before 64,038,000, and the average for the past ten years 67,966,000 bus.—Nat C. Murray, statistician, Climent, Curtis & Co.

Cromwell's Crop Report.

Chicago, Ill., Apr. 1.—The April first condition winter wheat is reported to us at 87.6% of normal. In our opinion the actual promise is 85% less than this, 85, or the same as our last December estimate. The December official condition was 82.7, April, 1925, it was 83.7, ten year average April, 79.2.

Eight million acres of wheat east of the Missouri River has a better condition than in December because of a favorable winter. Average rather until harvest, however, will not maintain in the prospect. The stand of the late planted that came up is thin and plants are shallow rooted over considerable acreage. On the west and in the near northwest frequent precipitation will be needed to harvest.

The condition of wheat by states on the basis of 85% for the United States follows: Ohio 83, Indiana 72, Illinois 72, Missouri 69, Kansas 90, Nebraska 92, Oklahoma 92, Texas 93, Colorado 93, three Pacific Northwest states 85.

On the basis of ten-year average yield and condition, the par is 13.4 bus., so that a condition of 85 suggests a yield of 15.6 bushels per acre. This yield has been exceeded only once in the last ten years but has been exceeded 6 times in 17 years.

The present prospective abandonment is 8%, it may be considerably changed, up or down, during April. On the 8% basis 36,377,000 acres will be harvested. The crop promise is between 50 and 590 million bus.

Rye condition is 78.3% compared to official last December of 83.8, last April of 84, and 86 the ten-year average. On a 16 bu. April par 12.5 bus. per acre yield is indicated. Reporters refuse to estimate abandonment at this time, but almost generally complain of an absence of surface moisture. Subsoil moisture is deficient over considerable acreage. Early spring moisture, if received in sufficient amount to make up the deficiency, would increase the prospects several per cent.

In the four spring wheat states and the Pacific Northwest a large per cent of the acreage is a loose surface soil and reports wind damage. The dry winter is worrying the spring wheat grower.—R. O. Cromwell, statistician, Lamson Bros. & Co.

Kansas Wheat Prospect Good.

BY C. A. LOVELL

Kansas this year has an opportunity to produce all the largest wheat crop in her history. That, in brief, is the view of the majority of farmers and grain dealers in the Sunflower State.

In the recent convention of the Farmers Cooperative Grain Dealers Ass'n of Kansas, held at Hutchinson late in March, not one pessimistic condition report was heard. Every farmer and every elevator manager attending that meeting who was interviewed described conditions in his home section as satisfactory. In most cases the report was "condition is fine."

Many thousands of acres of new land were planted to wheat last fall in the western part of the state, and in other respects the seeded acreage was increased materially over that of a previous year. The plants started under favorable conditions in the fall in practically all fields, and winter conditions were better than those of the average year. The result is that winter killing was reduced to a minimum, neither by reason of freezing or soil blowing, and the first warm days started the wheat to growing nicely.

It is true that the month of April thus far has been too cold and wet to permit the plants to make much headway, but that is probably beneficial rather than harmful. If April continues unsatisfactory from the standpoint of growing weather it may be all the better. Insect pests will be held in check, and there will be less likelihood of the wheat becoming too thick.

It may be warm and rather dry wheat can't do all the growing it needs to do in this month. The soil is moist enough in all parts of the state, no further precipitation being needed for several weeks.

The condition up to this time over the immense acreage of wheat in the state is so near-perfect that it may as well be so described.

Given average conditions until harvest time Kansas will approach the best wheat record she ever made; given slightly better than average conditions and the best record can be easily surpassed.

B. W. Snow's Report.

Chicago, Ill., Apr. 1.—The condition of wheat Apr. 1 was reported at 85.4, against 82.7 on Dec. 1, a winter improvement of nearly 3 points. Last year's condition between the two dates declined 12.3 points and the average decline between December and April is 4.4 points. The conditional figures east of the Mississippi river are relatively low because of the lateness in seeding, but are higher than they were in December.

It is too early to make any definite estimate of winter killing, but country observers are positive in the opinion that the area to be abandoned will be decidedly smaller than usual, and largely confined to the territory east of the Missouri river.

Estimates in bushels at this date have small value because the acreage is still a matter of uncertainty. Assuming, however, an average acreage abandonment the present data would reasonably forecast a crop probability of 563 million bus.

The acreage loss being less than normal, the crop possibility increases as the acreage loss decreases, so that the actual crop prospect is above any figure suggested by "rule of thumb" calculation. Last year the April forecast was 474 million, which dropped to 445 million in May because the winter killing was materially above average. This year the reverse is true.

Moisture conditions are satisfactory in every part of the wheat territory and the advent of warm weather will signal rapid plant growth and general optimism over the appearance of the crop.—B. W. Snow, Bartlett-Frazier Co.

Government Crop Report.

Washington, Apr. 9.—The crop reporting board of the U. S. Dept. of Agriculture reports the condition of winter wheat and rye as follows on Apr. 1:

	WINTER WHEAT.				RYE.			
	Condition April 1,		Condition April 1,		Condition April 1,		Condition April 1,	
	1926	1925	1926	1925	1926	1925	1926	1925
	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.
State.	10-y.	10-y.	10-y.	10-y.	10-y.	10-y.	10-y.	10-y.
Mass.	88	88	88	88	88	88	88	88
Conn.	88	88	88	88	88	88	88	88
N. Y.	75	85	87	77	84	88	90	85
N. J.	79	88	88	87	82	90	90	88
Penn.	77	85	88	88	81	87	90	87
Ohio	76	81	78	79	83	76	85	85
Ind.	72	72	73	70	80	84	86	84
Ill.	71	87	80	67	85	90	89	84
Mich.	76	85	84	81	81	87	88	84
Wis.	86	79	87	90	88	83	90	89
Minn.	81	81	85	85	81	85	87	84
Iowa	87	86	85	87	91	91	91	90
Mo.	72	86	82	63	78	88	86	74
N. D.	88	88	88	88	88	88	88	88
S. D.	76	80	84	69	75	86	87	69
Neb.	88	86	87	88	91	89	88	92
Kans.	87	83	83	84	91	70	79	87
Del.	85	90	86	88	88	90	88	89
Md.	76	87	86	79	84	91	88	84
Va.	80	86	88	82	81	86	88	87
W. Va.	80	73	85	85	83	81	88	86
N. C.	86	90	90	89	88	92	90	90
S. C.	80	84	84	87	82	87	86	87
Ga.	83	83	83	88	83	87	86	90
Ky.	83	75	82	85	86	81	86	93
Tenn.	84	80	81	82	86	80	83	89
Ala.	81	83	83	82	85	82	83	86
Miss.	88	88	88	88	88	88	88	88
Ark.	87	80	85	77	84	82	88	90
Okla.	90	65	77	87	87	71	90	90
Tex.	93	47	71	91	92	46	69	88
Mont.	85	57	81	86	92	80	86	90
Idaho	96	74	91	92	99	88	94	93
Wyo.	93	85	88	87	91	85	91	83
Colo.	86	87	84	90	89	88	86	90
N. Mex.	89	56	75	91	90	60	..	75
Ariz.	95	87	92	94	95	97	95	96
Utah	95	93	93	96	95	97	95	96
Nev.	97	92	94	97	..	..	..	..
Wash.	92	28	80	68	94	25	84	66
Ore.	96	55	90	82	95	65	93	92
Calif.	82	80	86	90	..	..	..	..
Total	84.1	68.7	79.2	82.7	80.2	84.0	86.6	83.8

The Corn Surplus.

Something over twenty million bushels of corn is in storage in the elevators within the Chicago Switching District. Of course the agitators haven't learned of this. If they do they'll die faster.

That some of this corn is finding its way into industrial alcohol is not to be unexpected. How "industrial" some of the alcohol is, is beside the subject.

With the anticipated return of light wines and beer, which undoubtedly will lead to the manufacture for the heavier drinks, the demand for corn will temporarily be greater.

But now, when the eighteenth amendment (alone) is parching so many throats, the demand for alcohol far outstrips any previous records.

The Caraway Bill, S454.

A great stir was created on the grain exchanges when the daily newspapers announced that the Caraway bill had been recommended for passage by the senate Com'te on Agriculture and Forestry. Fortunately the report was false, as the com'te sent the bill back without recommendation. The fact that this places the measure now before the senate for action lends more interest to the provisions of the bill, which follows:

A Bill to prevent the sale of cotton and grain in future markets.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That certain words used in this Act and in proceedings pursuant hereto shall, unless the same be inconsistent with the context, be construed as follows:

The word "message" shall mean any communication by telegraph, telephone, wireless telegraph, cable, or other means of communication from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or District of Columbia or to any foreign country.

The word "grain" shall include wheat, corn, oats, and barley.

The word "person" shall mean any person, partnership, joint-stock company, society, association, or corporation, their managers and officers, and when used with reference to the commission of acts which are herein required or forbidden shall include persons who are participants in the required or forbidden acts and the agents, officers, and members of the board of directors and trustees, or other similar controlling or directing bodies of partnerships, joint-stock companies, societies, associations, and corporations.

And words importing the plural number wherever used, may be applied to or mean only a single person or thing, and words importing the singular number may be applied to or mean several persons or things.

Sec. 2. It shall be unlawful for any person to send, or cause to be sent, any message offering to make or enter into a contract for the purchase or sale for future delivery of cotton or grain without intending that such cotton or grain shall be actually delivered or received, or offering to make or enter into a contract whereby any party thereto, or any party for whom or in whose behalf such contract is made, requires the right or privileges to demand in the future the acceptance or delivery of cotton or grain without being thereby obligated to accept or to deliver such cotton or grain; and the transmission of any message relating to any such transaction is hereby declared to be an interference with commerce among the States and Territories and with foreign nations. Any person who shall be guilty of violating this section shall, upon conviction thereof, be fined in any sum not more than \$10,000 nor less than \$1,000, or shall be imprisoned for not more than six months nor less than one month, or both such fine and imprisonment, and the sending or causing to be sent of each such message shall constitute a separate offense.

Sec. 3. It shall be the duty of any person sending any message relating to a contract or to the making of a contract for future delivery of cotton or grain to furnish to the person transmitting such message an affidavit stating that he is the owner of such cotton or grain and that he has the intention to deliver such cotton or grain; or that such cotton or grain is at the time in actual course of growth on land owned, controlled, or cultivated by him, and that he has the intention to deliver such cotton or grain; or that he is at the time legally entitled to the future possession of such cotton or grain under and by authority of a contract for the sale and future delivery thereof previously made by the owner of such cotton or grain, giving the name of the party or names of parties to such contract and the time when and the place where such contract was made and the price therein stipulated, and that he has the intention to deliver such cotton or grain; or that he has the intention to acquire and deliver such cotton or grain; or that he has the intention to receive and pay for such cotton or grain; Provided, That any person electing to do so may file with the telegraph, telephone, wireless telegraph or cable company an affidavit stating that the message or messages being sent, or to be sent, for the six months next ensuing by such person do not and will not relate to any such contract or offers to contract as are described in section 2 of this act, and any such company shall issue thereupon a certificate evidencing the fact that such affidavit has been duly filed, and such certificate shall be accepted in lieu of the affidavit herein required at all the transmitting offices of such company during the life of said affidavit. Any person who knowingly shall make a false statement in any affidavit provided for in this Act shall be punished by a fine of not more than \$5,000 nor less than \$500, or shall be imprisoned for not more than two years nor less than one year.

[Continued on page 408.]

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Fort William, Ont.—Thin ice causes hope for early opening of navigation and relief for the plugged grain elevators.

Sudan, Tex., Mar. 23.—We have enjoyed a splendid business in sorghums and seed this season.—A. J. Mayfield, Sudan Grain & Elevator Co.

Blair, Neb., Mar. 25.—No grain is moving at present. Farmers are expecting a better price for corn and are holding. Not much wheat is left here.—Blair Milling Co.

Long Grove, Ia., Apr. 7.—Most of the farmers have been sorting corn for the past 3 weeks and the marketable surplus in this vicinity will be small.—E. H. Anschutz.

Bismarck, N. D., Apr. 1.—Farmers of North Dakota still hold approximately \$3,346,262 worth of grain receipts, according to the report of the North Dakota Railroad & Warehouse Commission.

Greenfield, Ill., Apr. 3.—Our wheat acreage is reduced 75% from normal. What little wheat was put in is late and very short, but looks well. It is hard to tell as yet what the outcome will be.—E. D. Woolley & Son.

Roberts, Ill., Mar. 25.—Just returned from a trip thru Iowa, visiting Waterloo, Mason City, Fort Dodge, Marshalltown and Clinton. Found all mud roads in very bad condition. Grain is not moving and the quality of the corn is very poor.—L. E. Mast.

Rio, Wis., Apr. 3.—While our retail trade in mill stuffs, seeds, chicken feeds, fertilizer, salt and custom grinding continues very good, practically no grain has been shipped out on account of the heavy local feeding consumption.—Rio Co-operative Produce Co.

Greenfield, Ill., April 3.—Considerable corn is still in the farmers' hands waiting to be shipped. It still contains a lot of moisture because it did not freeze sufficiently to dry out. We expect some of it will spoil in cribs when the weather turns warm.—E. D. Woolley & Son.

New Orleans, La.—Vessels loaded at New Orleans with grain and clearing during March carried 71,133 bus. of wheat, 635,847 bus. corn, 23,268 bus. oats and 4,967 bus. rye compared with March, 1925, 2,977,727, 288,667, and 146,861, respectively.—S. P. Fears, chief grain inspector and weighmaster, New Orleans Board of Trade.

Minneapolis, Minn.—The Northwest Cereal Chemists Ass'n held a meeting here last month. Mr. Runkel, of the Federal Food & Drugs Laboratory, was the principal speaker.

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, as compared with March, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore, bus.	749,000	1,216,000	1,414,178	1,186,547
Chicago, bus.	869,000	1,055,000	1,065,000	2,498,000
Cincinnati, bus.	170,800	124,800	224,000	161,000
Duluth, bus.	1,735,323	2,351,573	954,216	511,823
Ft. Worth, cars	198	184	254	361
Hutchinson, cars	419	473	.....	.....
Indianapolis, bus.	.....	159,000	49,000	66,000
Kans. City, bus.	1,920,150	2,374,650	1,688,850	4,276,800
Los Angeles, cars	219	132	.....	.....
Milwaukee, bus.	211,400	413,240	180,720	153,200
Minneapolis, bus.	.....	6,010,490	4,168,120	2,868,610
New Orleans, cars	2	945	71,183	2,977,727
New York, bus.	381,380	3,575,600	3,983,000	4,457,000
Omaha, bus.	987,000	1,101,800	827,400	1,913,800
Phila., bus.	1,122,574	3,922,863	1,070,722	3,736,147
Portland, bus.	1,131,280	611,535	1,170,245	76,273
St. Joseph, bus.	546,000	702,800	100,800	317,800
St. Louis, bus.	1,677,200	2,897,700	1,735,610	3,740,800
San Francisco, tons	3,234	4,928	.....	.....
Superior, bus.	736,988	593,218	1,291,186	306,471
Wichita, bus.	512,450	408,000	506,230	418,900

*Bushels.

Reinspection and Resampling at Chicago.

In the codification of the rules of the Chicago Board of Trade last year the language of the new rule did not conform to the actual practice; and now the receivers' ass'n and the rules com'te has agreed upon a rewording which expresses the present intent and practice.

The proposed rule has been approved by the directors and ordered posted for ballot and will undoubtedly be adopted by the members. The new rule will read as follows:

344.—Sales by Sample. Where grain is sold by sample or on arrival if sold to arrive, the buyer has the privilege of official resample by the association sampler and must accept or reject by 11 a. m. the following day, unless it shall have been impossible for the association sampler to sample such grain, in which case the buyer shall notify the seller by 11 a. m. on the day following the purchase, and such grain shall be sampled as soon as possible, and the buyer must accept or reject promptly after the association sample is received. When the association sampler reports cars too full for thorough resampling, the buyer has the privilege of the association official's resample at unloading, but it shall be the duty of the buyer to notify the seller by 11 a. m. on the day following the purchase, or upon delivery of the sample, if delayed as above noted, of his intention to re-examine such cars at the time of unloading.

345.—Overloading. Cars loaded too full for proper inspection and so noted on the Inspection Certificate are subject to re-inspection at the time of unloading.

An amendment of the co-operative marketing bill to provide that the information disseminated shall not be confined to co-operative organizations, but to all persons handling agricultural products is requested in a letter to Senators Fess and Willis and Rep. Longworth from some 50 members of the Cincinnati Grain & Hay Exchange. Why not spend the taxpayers' money for the benefit of all the people.

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, as compared with March, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore, bus.	125,000	68,847	512,460	.....
Chicago, bus.	7,876,000	8,307,000	2,047,000	2,621,000
Cincinnati, bus.	679,600	630,400	578,200	462,000
Duluth, bus.	10,477	147,927	.....	.....
Ft. Worth, cars	260	198	104	123
Hutchinson, cars	51	118	.....	.....
Indianapolis, bus.	1,184,000	1,576,000	919,000	1,277,000
Kans. City, bus.	1,775,000	2,410,000	718,750	1,738,250
Milwaukee, bus.	602,740	1,294,595	396,354	513,136
Minneapolis, bus.	.....	890,880	1,904,060	579,350
New Orleans, cars	74	112	835,847	288,667
New York, bus.	94,500	75,000	43,000	.....
Omaha, bus.	1,951,600	1,610,000	1,530,200	1,226,400
Phila., bus.	43,703	75,085	100,407	.....
Portland, bus.	70,114	2,803	.....	.....
St. Joseph, bus.	945,000	939,000	678,000	980,000
St. Louis, bus.	1,857,800	2,352,000	1,179,200	2,173,550
San Francisco, tons	2,401	2,032	.....	.....
Superior, bus.	14,231	226,525	.....	5,000
Wichita, bus.	196,801	213,600	168,400	158,400

*Bushels.

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, as compared with March, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore, bus.	80,855	71,912	82,864	.....
Chicago, bus.	2,666,000	2,953,000	3,348,000	3,437,000
Cincinnati, bus.	346,000	354,000	258,000	318,000
Duluth, bus.	492,398	35,540	13,206	6,454
Ft. Worth, cars	139	107	.....	47
Indianapolis, bus.	584,000	466,000	734,000	510,000
Kans. City, bus.	397,800	343,400	924,000	833,500
Milwaukee, bus.	824,680	730,850	653,650	866,083
Minneapolis, bus.	.....	1,717,810	2,447,930	3,536,590
New Orleans, cars	88	26	23,268	1,46,861
New York, bus.	1,254,000	1,508,000	1,228,000	968,000
Omaha, bus.	494,000	900,000	1,220,000	2,068,000
Phila., bus.	403,439	335,746	270,257	95,988
Portland, bus.	106,135	106,344	7,132	26,259
St. Joseph, bus.	250,000	124,000	102,000	135,000
St. Louis, bus.	2,794,000	3,154,000	2,610,000	3,084,000
San Francisco, tons	1,938	782	.....	.....
Superior, bus.	90,697	23,425	38,972	11,680
Wichita, bus.	16,501	9,000	16,500	9,000

*Bushels.

From Abroad.

Melbourne, Australia.—The huge grain elevators of the Sunshine Co. at Melbourne recently burned with loss totaling approximately \$700,000.

Russia.—Famine has befallen the provinces Penza and Ryzan near Moscow. It is asserted that the government failed to furnish seed for spring planting, tho these provinces are in the heart of a rich agricultural district.

Portugal.—Portugese flour mills have been authorized to import, within the usual legal provisions, up to 80,000 tons of best quality foreign wheat during the months from February to July, 1926, with a limit of 15,000 tons per month.—Consul General W. S. Hollis, Lisbon.

Japan.—General revision of the Japanese customs tariff passed the Lower House of the Diet on Mar. 10. The amendments presented are for an increase in the import duty on wheat from 0.77 to 1.50 yen per 100 kin, and on wheat flour from 1.85 to 2.90 yen per 100 kin. It is expected the Upper House will make no further change.

Roumania.—The Roumanian Economic Council has recommended reductions in the duty of barley from lei 1,200 to 1,000 per metric ton (2,200 lbs.); linseed and sunflower seed from lei 3,000 to 1,500 per metric ton; millet from lei 1,200 to 800 per metric ton. The proposed reductions are expected to be promptly made effective by the government.

Vienna, Hungary.—The old and prominent firm of Samuel Fleischl, grain and produce merchant, is reported as having liabilities computed at little short of £300,000, mostly owing abroad. The creditors are prominent bankers in Prague, Vienna and London. They are reported to have agreed to stay their demand for one month to enable the firm to fix a basis of settlement. The firm's financial difficulties are attributed indirectly to the franc forgery, because it disposed foreign creditors to ask immediate repayment of loans.

Latvia.—The Russian contract with Latvia millers regarding the shipment of 60,000 tons of rye from Russia to Latvia has been canceled by mutual agreement between the principal millers of Latvia and the Russian trade delegation. Both parties benefit by the cancellation as the crops in Latvia and Lithuania have proved to be larger than anticipated and the Russian crop yield had been overestimated. Local conditions remain unchanged. Sweden and Finland have extended agricultural credits to Latvia, but up to the present no appreciable advantage has been taken of them, and the Finance Minister has decided to discontinue the utilization of these credits.

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, as compared with March, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore, bus.	3,363	372,736	42,857	944,738
Chicago, bus.	107,000	98,900	191,000	10,000
Duluth, bus.	418,957	281,500	267,583	26,151
Kans. City, bus.	12,100	7,700	29,700	1,100
Milwaukee, bus.	35,375	67,920	47,669	84,650
Minneapolis, bus.	.....	397,510	286,970	151,880
New York, bus.	591,000	631,500	591,000	1,037,000
Omaha, bus.	40,600	29,400	36,400	25,200
Phila., bus.	19,468	212,750	21,428	181,211
St. Louis, bus.	.....	9,100	13,000	1,400
Superior, bus.	299,989	154,822	91,235	.....

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, as compared with March, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore, bus.	541,546	331,767	42,857	944,738
Chicago, bus.	532,000	660,000	205,000	257,000
Cincinnati, bus.	4,200	2,800	.....	87,022
Duluth, bus.	33,057	148,747	15,760	.....
Ft. Worth, cars	5	21	.....	.....
Kans. City, bus.	21,000	18,000	3,900	5,200
Los Angeles, cars	183	54	.....	.....
Milwaukee, bus.	820,040	822,906	126,425	277,995
Minneapolis, bus.	.....	1,267,500	1,492,510	1,276,000
New York, bus.	1,251,200	690,200	1,474,000	1,020,000
Omaha, bus.	14,400	25,000	8,000	20,800
Phila., bus.	43,046	1,883	77,057	.....
St. Louis, bus.	44,800	32,000	20,800	10,200
San Francisco, tons	16,114	5,895	.....	.....
Superior, bus.	32,431	143,090	15,760	40,000

Farmer Grain Dealers Association Meeting at Hutchinson, Kan.

The 14th annual convention of the Farmers Co-operative Grain Dealers Ass'n of Kansas was held at Hutchinson, March 24 and 25, all sessions being in the auditorium of the New Reno hotel.

Immediately after the opening session had been called to order at 1:30 p. m. Wednesday and the invocation given by Rev. Guy H. Wimmer, the annual address of Pres. J. B. Brown, Larned, was delivered.

PRES. BROWN'S annual address was in opposition to attempts to bring about farm relief by legislation. He said:

President's Address.

Friends, another year has gone by and in the light of its history we ought now to stop and consider whether we are justified in going on. You have kept close watch on the events of the year just closed. It appears to me you would have some decided opinions as to what our general status as a farm organization is. To my mind you have gained much, due to the titling down process of many conflicting opinions among those who occupy positions of leadership. You all doubtless remember the ideas expressed by some of the so-called leaders regarding legislation a few months ago as expressed in the McNary-Haugen Bill. They were illing, so it seems, to ask the government to pay all their business.

Reaction Against Government Paternalism.—We cannot help but conclude that the failure of the propaganda that has been put out during these days of reconstruction has had much to do with the reaction that has come about. And if we can interpret that reaction, it is the conviction of the individual that it is up to him to do his own thinking, his own business, his own financing. We have for a long time had some crude notions along these lines and our dealing with some of the near great has not been above par.

Des Moines Conference.—We went to Des Moines as a delegate appointed by the Governor of this state to the convention called by Governor Hammill of Iowa for the purpose of discussing farm relief legislation. There were a lot of brilliant speakers there, beginning with Governor Hammill, who was chairman. Ex-Governor Lowden of Illinois, Congressman Dickinson of Iowa, Strong of Kansas, Gov. Pander of Kansas, Gov. Carl Gunderson of South Dakota, and many lesser lights were there. There was but one idea stressed at that convention. No others were given opportunity to be presented. No one was given an opportunity to voice opposition. While some tried, they got cool reception and no hearing. The fact is no one was wanted there except those in sympathy with the Dickinson Bill in Congress.

The freight hearing at Galveston, one in which nearly all of you are interested is the next item in such a series. It was the reopening of a case in which the I. C. C. had granted the Santa Fe the privilege of reducing freight on grain 3c per 100 lbs. to Texas gulf ports. The tariff was the same on all railroads to those ports, but a difference of 5c per 100 lbs. to New Orleans on grain originating on the Santa Fe. We favored the Santa Fe, of course, as it is the shortest route. They wanted to know if we had any objections to the other roads making the same rates though the haul was 300 miles longer. We objected for the reason that to haul grain at a less would mean an increase of freight on other commodities and it would be manifestly wrong to permit it and that the development of the shorter route would increase the service. This reduction would affect about 60% of the grain produced in Kansas. The line of territory affected is all Kansas south of the U. P. R. R., Oklahoma and Texas. We are told that there is a flexible tariff, which if worked out properly could mean a reduction of 5c per 100. But if only the 3c per 100 is allowed it would mean more than \$1,000,000 per year on a normal crop in Kansas alone. We think that the prospect for this decision to stand is good and it is certainly worth striving for.

Com'te of 22 at Washington.—We had but a few hours between arriving from Galveston and leaving for Washington to be present during the deliberations of the Com'te of Twenty-two appointed at Des Moines. We were the silent partner. Our presence was not noticed until it was learned that the President of the National Farmers Grain Dealers Ass'n was there. Then my investment began to have value to the firm. I remember, however, we were not of the twenty-two.

If Congress had been easily convinced they surely would have thought you were all broke and had no way to live unless the government

would gobble up this surplus in a very short time.

When they were nearly thru the chairman of the com'te asked, "Just what do you folks want?" "Well," they replied, "we are just giving the com'te our ideas so you could draft a bill to fit." "Why," remarked the chairman, "you reported you had a plan on which all had agreed. We all have our ideas as to what will be the best legislation for farm relief and we have written a bill in accord with these ideas, but we have not been able to convince anyone else that we are right. We have about one to each member of the committee, so why not submit your bill?" They then requested that a com'te of members of the House Com'te be appointed to meet with a like com'te of the Com'te of 22 to draft a bill, which was refused, as each thought he knew better than the others.

Want No Government Price Fixing.—I have seen so much of this in the papers, heard so much of it from those who pose as striving to do something for farm relief that it seems to me that it is time to make a real test of what construction can be put upon the whole thing. When we all agree, we want no government price fixing. Some say it is not price fixing, some say it is.

With equal vehemence and argument, we want no equalization fee or excise tax, we want no compulsory pool, we want no government officials to tell us just when to sell or just what to plant. We want our freedom to do as we please as long as that injures no man.

We want no law that, to function, would create a fictitious law of supply and demand. We want no special privileges, no paternalism. We want justice that is capable of being administered under our form of government, and it is up to us to so order our activities that we may receive the best under our code of economics.

H. L. HARTSHORN, of Ford, a member of the national legislative committee of the various farmers elevator associations, went much more into detail in his address, "Accomplishments by Co-operative Effort at Washington."

Mr. Hartshorn's position is opposed to that of Pres. Brown—he declared himself "in friendly opposition to Brown." He had but recently returned from Washington, where he worked for some weeks in the interests of pending legislation, having been especially active in support of the bill to require all grain exchanges to give the same privileges to co-operative organizations as are accorded other marketing agencies.

"He who believes that measures for the relief of the agricultural situation are unnecessary should consult the statistics which show the enormous increase in the agricultural indebtedness in this country," Mr. Hartshorn asserted.

Mr. Hartshorn declared that Kansas farmers are in better financial condition than those of other parts of the country. This he ascribed to the good prices they have received for wheat; and he argued that legislation still is needed to control surplus production, saying it is the surplus which is pulling down the price of farm products to the world level.

"Farmers buy most things at prices maintained by a protective tariff, while they sell everything on the world market."

F. S. BETZ of Chicago said the three things necessary to the success of a farmers' elevator were Finance, Volume of Business and Information.

PRES. BROWN appointed the following committees:

Resolutions: H. R. Howell, Marietta; E. L. Robertson, Greensburg; Wm. Schoepf, Haren; C. E. Adams, Garden City, and J. S. Golden, Hooker.

Nominations: B. Bryan, Greensburg; G. R. Sturn, Bushton, and C. D. McCaulay, Fowler.

The Managers' Session.

Thursday morning the managers held a session with O. C. Glenn of Rozel in the chair. Each manager as he was called upon was asked to reply to the following interrogations:

(1) Is there any disturbing influence at work in your community adverse to your cooperative elevator enterprise? If so, what and who?

(2) Do you feel that any legislation is necessary to help the cooperative elevators other than that to avoid discrimination against them?

(3) What do you consider your most profitable side line?

W. F. BAKER, Coldwater: (1) We are only 12 miles from Protection, so that when disturbers come to sue boot-legging wheat growers we are protected.

(2) We don't.

(3) Coal. We try to make a net profit of \$1.00 a ton.

F. E. VANCE, Ensign: (1) None now. We had one man years ago who signed with the wheat growers but he had served a term in an insane asylum.

(2) None.

(3) Gasoline is our best side line. We make a small profit on our sidelines to help to carry our overhead.

A. W. STEEN, Mead: (1) We handle implements, coal, salt, feed, apples, potatoes and (for the Dutch) cabbage and aim to make running expenses with the side lines. Implements are our poorest side line and Flour and Feed are the most profitable. I would warn other companies not to go into the implement business.

B. BRYAN, Greensburg: (1) None but the hammer gang and we just let them go.

(2) We need the Deep Waterway from Kansas City to the gulf. This will enable us to compete with the foreign grower without having to pay tribute all along the way to the east coast overland.

(3) Our most profitable side line is coal. We aim to get a gross profit of \$1.15 down to 50c a ton. We also handle Feed, Oil and Salt.

H. R. HOWELL, Marietta: (1) Nothing but local competition.

(2) No.

(3) Live Stock and Coal. The rest of the merchandise we handle for accommodation.

FRED HOWARD, Ness City: (1) There is little pooled wheat in our community, but we load it out for them and have no difficulty with them.

(2) No.

(3) Coal and Oil are best. We handled 5 car loads of lubricating oil last year. We get about \$1.00 a ton profit on coal.

E. D. CLARK, Tampa: (1) One man in my community pooled his wheat. There was 948 bus. in the pool and it was stored in our elevator. We got a good storage price. I'm strong for the wheat pool if they'll let us store the wheat. One man kicked about not getting the price for his wheat he ought to have. He stated that he didn't want a patronage dividend, that he wanted the price when he sold. They paid out patronage dividends for some time and then conditions were such for a time that we couldn't pay it and he wanted to sell his stock in the company.

(2) I used to read the congressional record, but now when I look at it I feel like the chaplain who when he looked over Congress, instead of praying for its members prayed for the country.

(3) Coal. We get \$1.00 gross profit. We handle flour. We handle implements but this side line is not profitable, altho we demand payment for what we sell.

J. D. HIPPLE, Ford: (1) None in our community. Last year we more than doubled our membership. Mr. Hartshorn helped me. I drove the car and he furnished the wind.

(2) If we have another car shortage, we need some legislation and will need it quick because we are now handling three-quarters of the grain at our station and have three competitors, so you see where we would be with our present car distribution arrangement.

(3) Oil and Coal. We handle feed for fun. We get the good will and patrons get the service. It helps to build up patronage in other lines.

L. A. COONS, Trousdale: (1) I had my share of trouble with the wheat growers. There were 33 signed up in my territory. But I think I'll not have any trouble hereafter. Only two of the number will sign up again.

(2) No. I don't believe in class legislation. There is too much politics in this legislation.

(3) First Coal, second Feed.

O. C. GLENN, Rozel: (1) The wheat growers are no disturbing element with us. We had one member who moved here and he feels it is a poor thing for the farmer and boot-legs his grain. He is the strongest advocate of keeping away from the wheat growers.

(2) The waters are somewhat muddled as to what the farmer needs or whether he needs anything. The big question is as to the marketing of the surplus. The farmers are now having to sell their surplus on a market cheapened by foreign cheap labor competition and have to buy on a protected market. What products are sold at home are governed by the price of that exported, but I can't see the idea of prorate back to the farmers the loss on the sale of the exportable surplus.

(3) Coal is our most profitable side line. We sell feed very close. We get about \$1.50 a ton for coal gross profit but that only nets us about 90c. Our shrinkage in handling 1,000 tons amounts to about 30 tons. There isn't much chance to secure pay for a claim of coal shrinkage.

I. M. TUGGLE, Haven: (1) None in our community. We have only one wheat grower signed up.

(2) None except educational.

(3) Carry no side lines except coal. We have no accounts, consequently lose nothing that way. Our grain business is pretty steady all through the year and thus we have no need of carrying side lines to keep the employees busy. We seldom receive less than a car load of grain a day.

The managers generally were agreed that pooling has harmed the co-operative movement in their respective communities but little.

PROF. E. A. STOCKDYKE, of the Kansas State Agricultural College, was the first speaker Thursday morning. He dealt primarily with the subject of clean wheat, or rather he stressed the need for a buying practice on the part of country elevator operators which will encourage the production and marketing of cleaner wheat.

"During the month of July last year, 17½% of all the wheat inspected in the Hutchinson market graded down because of rye," Prof. Stockdyke told the convention.

"Smut is another grading factor that should be watched with extreme caution. The elevator operators in Pratt county have agreed to put in their elevators signs announcing that they will discount for rye and smut. If every elevator in the state would display a sign of this kind, and if the operators would live up to their agreement on every load of grain they buy, we soon would drive smut and rye out of Kansas wheat. When you discount a farmer two or three cents a bushel because of the rye that reduces the grade of his wheat, he will stop and think.

"We all are prone to say that this would do no good, but that is not true. Already in Pratt county, the farmers have seeded 16,000 acres of wheat using rye-free seed. They have learned what the elevator men purpose doing to rye-mixed wheat and they know that their best protection lies in producing wheat which does not contain rye."

THURSDAY AFTERNOON was devoted to a session for directors which closed in time to permit completion of the further business of the convention without an evening session.

In former years the convention of the ass'n usually has held two, and always one, night session, but this year the failure of some of the principal speakers scheduled to attend made night meetings unnecessary. Among the speak-

ers who failed to attend were J. W. Davis, of Greensburg, a state senator, and J. W. Short-hill, Omaha, Nebr., sec'y of the Farmers' Elevator National Ass'n.

RESOLUTIONS ADOPTED

The resolutions adopted by the convention covered the following points:

1. Vigorously oppose any increase in freight rates on agricultural products, "until such time as the average net income of the producers of agricultural products shall bear a fair relation to the rate of return asked for by the railroad investors and the wages received by rail employees."

2. Declare in favor of the program for development of the Missouri River as an inland waterway.

3. Recommend monthly reports by managers of elevators.

4. Pledge the national association financial assistance by Kansas shippers in the fight against increased rates, and thank J. W. Short-hill, national sec'y for his work in opposition to increased freight rates.

DIRECTORS elected for three years were H. L. Hartshorn, Ford; E. L. Latimer, Lyons, and J. O. Brandenburg, Grainfield. For two years J. B. Brown, Larned, and L. Mott, Kiowa.

The Board of Directors re-elected J. B. Brown, President and R. E. Lawrence, Secretary.

The Ass'n voted to hold its annual meeting in Hutchinson next year.

CONVENTION NOTES.

V. E. Butler, of Indianapolis, Ind., supervising director of the Grain Dealers Fire Insurance Co., and F. S. Rexford, Kansas representative of the company, were in attendance.

It was said that fewer terminal market solicitors were present for the convention than at any meeting of the ass'n in recent years.

The only woman who sat in the convention with actual credentials as a delegate was Miss Eva Beatty, of Valley Center.

Among the managers in attendance were: Bob Clark, Ramona; A. F. Bennett, Kingsdown; L. F. Beatty, Garden City; J. D. Groves, Protection; I. M. Tuggle, Haven; O. C. Glenn, Rozel; J. S. Golden, Hooker, Okla.; L. A. Coons, Trousdale; E. D. Clark, Tampa; J. L. Hipple, Ford; F. L. Kamp, Grainfield; E. H. Helm, Wakefield; Everett Hardgrove, Offerle; F. B. Moorman, Moscow; E. E. Smith, Wilmore; Pearl Strong, Albert; H. R. Powell, Marietta; B. Bryan, Greensburg; Henry B. Nicoll, Mineola; Ernest E. French, Mullinville; W. H. Hines, Peabody; J. A. Verner, Alden; A. H. Riedeler, Chase; James Megoffin, Bushdon; D. E. Eich-enour, Farmers' Co-operative Co., Canton; A. L. Flook, Farmers Grain & Supply Co., Canton; J. W. Belden, Byers; Leslie Smith, Brenham; W. L. Dunbar, Haviland; Geo. Kelsey, Sanford; Albert Swanson, Lyons; John Holmes, Lewis; Wm. McCaffrey, Bazine; H. E. Hartnett, Zenith; H. E. Graber, Pretty Prairie; W. J. Sanderson, Ramona; L. C. Kirkwood, Preston; Wm. T. Heitschmidt, Lorraine; C. D. Moore, Seward; R. C. Webb, Conway; J. W. Miller, Claflin; F. L. Doll, Wright; Lewis Mott, Kiowa; E. F. Kilmer, Arlington; Sheldon O. Frey, Fowler; W. S. Prather, Garfield; Harold Hartshorn, Corwin; W. F. Baker, Coldwater; F. E. Vance, Ensign; J. A. Falen, Stafford; A. S. Gross, Pawnee Rock; Geo. W. Neuforth, Heizer.

Decatur, Ill.—Loss of many litters of pigs farrowed in March are reported. The wet weather is usually given as the cause.—H. I. Baldwin.

Comparative data to show the difference between prices paid for flour by the baking combinations and by small bakers is being sought by a special agent of the Federal Trade Commission who is making an effort to determine the effect on relative flour prices of the buying methods of baking combines. This statistical data is intended to be used in connection with the general study of milling and baking, but with more particular reference to the investigation of the Ward companies. In the majority of cases information is not being given voluntarily and as only voluntary information is sought, the special agent cannot be accomplishing much. The Commission never has been more than a Mrs. Grundy to the world of business.

Fireproof Annex to Marquette Elevator at Minneapolis.

Among the various additions last year to the extensive grain handling and storage plants of Minneapolis was the grain storage annex to the Marquette elevator which is owned and operated by the Gregory, Jennison Co.

The original Marquette elevator was a cribbed working house of about 100,000 bush capacity built ten years ago. Three years later a storage annex of 500,000 bus. was added. In 1924 a half million bushel concrete storage annex was added, and last year the annex shown in the foreground of picture reproduced on outside front cover of this number was erected, so that the plant now has a total capacity of approximately two million bushels.

The 16 circular reinforced concrete bins erected last Fall are 24 ft. inside diameter. Eight interspace and 14 outerspace bins were also erected at the same time. All bin walls are 90 ft. high and all bins are hoppers and self-cleaning.

An unusually large conveyor tunnel is provided underneath the bins 8 ft. wide by 8 ft. 2 in. deep so as to provide ample head room for drawoff spouts. All these spouts are large and equipped with rack and pinion slides. The tunnel is ventilated out through bin hoppers on both sides of building. A motor driven sump pump drains any water which may seep into the tunnel in wet seasons.

Grain is conveyed from the cupola of working house to all concrete bins over a 50 ft. steel bridge by means of a 36 in. rubber belt conveyor from which it is diverted to any bin by means of a heavy self-propelling Wells Tripper. Grain is taken from bins back to work house by means of a 36 in. rubber belt conveyor running in tunnel and so arranged as to discharge to either receiving or shipping legs. Motors driving both conveyors are of double squirrel cage type started by means of push buttons and dust tight enclosed magnet switches.

All of the concrete bins were designed and erected by the Barnett & Record Co.

Hearings on Barley Standards.

Hearings on the proposed official grain standards for barley in the United States will be held during April and May in Los Angeles, San Francisco, Portland, Seattle, Minneapolis, Chicago, and New York, according to an announcement made today by Secretary of Agriculture Jardine.

Producers of grain, merchants, manufacturers, bankers, grain inspectors, members of exchanges, warehouses, carriers, and other persons interested are invited to be present at any of these hearings. Opportunity for oral discussion will be afforded to as many as practicable. The Chief of the Bureau of Agricultural Economics, Department of Agriculture, will preside at the hearings, but written communications sent to him on or before May 1 will be given consideration.

The proposed standards to be established and promulgated by the Secretary of Agriculture under the United States grain standards act will become effective on or about Aug. 15, 1926. Dates and places for the hearings are as follows:

April 19, 1926, Los Angeles (Calif.) Grain Exchange.

April 20, 1926, San Francisco Merchants Exchange Building.

April 23, 1926, Portland (Ore.) Merchants Exchange.

April 26, 1926, Seattle (Wash.) Merchants Exchange.

April 30, 1926, Minneapolis Assembly Room Court House.

May 3, 1926, Chicago Directors Room, Board of Trade.

May 7, 1926, New York Managers Room, Produce Exchange.

Hettinger Co-operative Elevator at Hettinger, N. Dak.

The accompanying illustration shows the plant of the Hettinger Co-operative Equity Exchange which was completed by the T. E. Ibberson Co. the middle of January.

This company built a new 25,000-bu. elevator alongside of its old elevator last spring and had been doing business in this new elevator less than six months when it lost its entire plant by fire which started in the cupola of the old elevator. The company immediately let a contract for an entire new plant and was out of business only two months and nine days from the time of the fire to the time of receiving grain in the new elevator.

The new elevator is a 45,000-bu. actual capacity elevator with 65 feet of cribbing. Four of the 23 bins will hold 350 bus. each and each of these can be tapped to a wagon while same is on dump scale, or to the front pit as desired.

This new plant has two large size receiving legs, a Simplex gang cleaner, and a No. 10 flax cleaner. The four individual back pits allow the flax cleaner to clean and receive grain without any stopping whatever of the cleaner, and still keep the fine seeds and wild oats separate. A conveyor and receiving sink were installed to handle grain from the track in carlots, conveying same direct to back pit of receiving leg.

A 2,000 bu. per hour Richardson automatic scale was installed in the cupola for weighing all outgoing grain into cars.

The six individual enclosed type B. B. Fairbanks-Morse motors range from 2 h.p. to 7½ h.p. The 10-ton Fairbanks dump scale in the driveway is fitted with a truck lift. All the bearings throughout this entire plant are the S. K. F. self-aligning ball bearing type.

The entire plant is iron clad and protected from lightning by grounding two corners of building. All windows are protected with heavy galvanized wire mesh screen.

The office is 16x30 ft. on ground, with two rooms and a full basement under entire office, and a hot moist air furnace for heating. A two-story fireproof vault is built in connection with the office. This reinforced concrete vault is 9x10 ft. two stories high and lined with hollow tile. It has heavy concrete floors with a vault door to the upper part, just off the office, for the books, records, adding machine, etc. Entrance to the lower story of vault is through fireproof door from basement. This part of vault is intended for storing records and supplies not needed daily.

The flour and feed house, built alongside of the elevator, is large enough to accommodate two carloads of flour or feed. Access is gained to this flour house by means of the full cross work floor through the elevator. This flour house is sheeted up on entire inside, and this sheeting is covered with 26 gauge black iron, making same absolutely rat and mouse proof.

The dust house is detached from the elevator and accommodates all the dust from both cleaners.

The owners and contractors worked together in designing a plant that would conform with the underwriters' requirements, and as a result this company has a plant in which their fire risk and insurance premiums are reduced to the minimum. The plant was designed and built by the T. E. Ibberson Co.

This company handles grain, seeds, feed, flour, tankage, chick-feed, salt, wire and coal.

Mr. Harry Otos, the manager, has been with this company for a number of years.

The Caraway Bill.

[Continued from page 405.]

year, or by both such fine and imprisonment. And any prosecution under the provisions of sections 2 or 3 of this Act the proof of failure to make any affidavit herein required shall be prima facie evidence that said message or messages related to a contract prohibited by section 2 of this Act, and the proof of failure to deliver or receive the cotton or grain called for in any contract for future delivery of cotton or grain shall be prima facie evidence that there was no intention to deliver or receive such cotton or grain when said contract was made.

Sec. 4. Any agent of any telegraph, telephone, wireless telegraph, or cable company to whom messages herein described may be tendered is hereby required, empowered, and authorized to administer any oath required to be made under the provisions of this Act with like effect and force as officers having a seal, and such oaths shall be administered without any charge therefor.

Sec. 5. It shall be unlawful for any person owning or operating any telegraph or telephone line, wireless telegraph, cable, or other means of communication or any agent, officer, or employee of such person, knowingly to use such property or knowingly to allow such property to be used for the transmission of any message relating to such contracts as are described in section 2 of this Act. Any person who shall be guilty of violating this section shall, upon conviction thereof, be punished for each offense by a fine of not more than \$10,000 nor less than \$500, and the sending of such message in violation of the provisions of this section shall constitute a separate offense.

Sec. 6. Every book, newspaper, pamphlet, letter, writing or other publication containing matter tending to induce or promote the making of such contracts as are described in section 2 of this Act, is hereby declared to be non-mailable matter, and shall not be carried in the mail or delivered by any postmaster or letter carrier. Any person who shall knowingly deposit, or knowingly cause to be deposited, for mailing or delivery any matter declared by this section to be non-mailable, or shall knowingly take or cause the same to be taken from the mails for the purpose of circulating or disposing thereof, or of aiding in the violation of any of the provisions of this section, may be proceeded against by information or indictment and tried and punished, either in the district at which the unlawful publication was mailed or to which it is carried by mail for delivery according to the direction thereof, or at which it is caused to be delivered by mail to the person to whom it is addressed. And the punishment for the violation of this section shall be the same as the punishment prescribed in section 2 of this Act for the sending or receiving of messages.

Sec. 7. The Postmaster General, upon evidence satisfactory to himself that any person is sending through the mails of the United States any matter declared by section 6 of this Act to be non-mailable, may instruct the postmasters in the post offices, at which such mail arrives to return all such mail to the postmaster in the post office at which it was originally mailed, with the word "unlawful" plainly written or stamped upon the outside thereof, and all such mail, when returned to said postmaster, shall be returned to the sender or publisher thereof under such regulations as the Postmaster General may prescribe.

Sec. 8. In any proceeding under this Act all persons may be required to testify and to produce books and papers, and the claim that such testimony or evidence may tend to criminate the persons giving such testimony or producing such evidence shall not excuse such person from testifying or producing such books and papers; but no person shall be prosecuted or subjected to any penalty or punishment whatever for or on account of any transaction, matter, or thing concerning which he may testify or produce evidence of any character whatever.

Freight Bills on Coal.

Do you handle coal and are you paying freight on mine weights? If so, you are paying a lot of money to the railroads to which they are not entitled. Unless you object, the carriers will charge you on mine weights.

You are only expected to pay on actual weight. If you wish to avoid paying freight on mine weights, serve written notice on your local agent (keeping copy of order) to weigh all cars of coal shipped you at nearest R. R. track scale to your station. When freight bill is presented, examine, and unless the freight bill shows R. R. weight, refuse to pay charges. The company will be compelled to haul to their nearest track scale and get weights. If you will follow this suggestion, you will be surprised at the saving.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.



A 45,000-bu. Cribbed Elevator at Hettinger, N. D.

Seeds

Seattle, Wash.—Malmo & Co. are enlarging their seed store and offices, nearly doubling capacity.

Chicago, Ill.—Fred C. Gunther has taken over the M. & M. Seed Co. and renamed it the West Town Seed & Floral Co.

Salt Lake City, Utah.—W. I. Porter, of Porter-Walton Seed Co., suffered injury in a fall from a ladder recently. He is 66 years old.

Ordway, Colo.—The Ordway Seed & Farm Co. has been incorporated by J. C. Hoffman, E. E. Hosler, and M. F. Bol-lacker.

Sherman, Tex.—The Ferguson Seed Farms is contemplating expansion and looking for a new location for the company's headquarters.

Boonville, Ind.—Louis L. Kindermann, well known seed dealer, has been seriously ill at his home here for the past three weeks suffering from heart trouble.

Austin, Minn.—A seed store and custom feed grinding plant will be operated by the Farmers Feed & Seed Co., a partnership between John Reding and Fred Albright.

Williamson, N. Y.—Geo. Kenyon of the Kato Sales Co. has been in Chicago and other central western points to establish agencies for the distribution of ensilage seed corn.

Montgomery, Ala.—Remodeling of the establishment of the bankrupt Harvey Seed Co. has been completed and the new operators, Collier-Hurst Seed Co., has begun active business.

Waupaca, Wis.—Altai J. Pinkerton has sold his stock and retired as mgr. of the Central Wisconsin Seed Co. Henry Smith and Benjamin Dance but Mr. Pinkerton's interest in the company.

Salt Lake City, Utah.—Infestation by the alfalfa stem nematode has caused the Utah State Department of Agriculture to issue a warning against imports of certified Grimm alfalfa seed from Colorado.

Oklahoma City, Okla.—The plant of the Plansifter Milling Co. which has been occupied by the Enterprise Seed Co. for several years, has come into the possession of Frank Buttram, oil operator.

Shelbyville, Ind.—A. A. Hansen, weed and seed specialist of Purdue University at Lafayette, in addressing the farmers of Shelby county said the farmer who sends his money outside the state to buy bargain mail order seed not only forfeits benefits offered by the Indiana Seed Law, but also runs risk of stocking his farm with weeds that may give him considerable trouble.—C.

Seed Movement in March.

Receipts and shipments of seeds at the various markets during March, as compared with March, 1925, were as follows:

	FLAXSEED		Shipments	
	1926	1925	1926	1925
Chicago, bus...	96,060	91,000	.....	1,000
Indian, bus...	189,752	95,902	218,438	247,903
Milwaukee, bus...	8,580	42,900	.....	1,430
Minneapolis, bus...	819,420	671,290	155,800	126,430
Superior, bus...	143,646	92,776	47,354	125,576
KAFIR AND MILO				
St. Worth, cars	381	110	80	18
Indian, cars	80	64	.....	.....
Kans. City, bus	280,700	497,200	331,000	387,000
St. Louis, bus	67,200	154,800	34,800	134,400
Wichita, bus...	6,000	45,200	8,400	40,800
CLOVER				
Chicago, lbs...	2,888,000	1,674,000	1,740,000	985,000
Milwaukee, lbs...	406,420	962,637	700,000	377,538
TIMOTHY				
Chicago, lbs...	2,310,000	2,550,000	1,902,000	3,270,000
Milwaukee, lbs...	98,430	427,190	.....	574,925

Wallington, N. Y.—The Kato Sales Co., Inc., is preparing to erect a seed warehouse about June 1 on a lot it recently purchased here. Seed corn will be handled in carload lots.—H. A. Taylor, sec'y-treas.

Frankfort, Ky.—Senator Hamilton's seed sale bill was killed in the Kentucky Legislature just before adjournment. A second bill by which thrasher machine operators could take a lien on crops was also killed.

Topeka, Kan.—In preparation for the spring seed business, D. O. Coe Seed & Grain Co. has re-arranged its store, making space in the front portion for displaying some 50 samples of field and garden seeds.

Toledo, O.—It now looks as tho quite a little clover may be carried over unless brisk demand develops during April. There has been large substitutions of alfalfa, and especially sweet clover, which undoubtedly has been at the expense of red clover.—Southworth & Co.

Parish, Ky.—Fire destroyed the garage building and a number of trucks of the Spears-Kiser Co., seedsmen, recently. The building adjoins a fire department station but the fire was not discovered until the blaze had made strong headway and the smoke nearly suffocated one of the firemen.

Washington, D. C.—The House Subcommittee on Interstate and Foreign Commerce has recommended amendments to the Ketcham bill for marking certain seeds and grain imported into the United States, whereby the misbranding sections will be strengthened. Representative Ketcham expects to reintroduce the bill as amended.

Chicago, Ill.—The Wholesale Grass Seed Dealers Ass'n will hold its annual convention here at the Hotel Sherman on June 28 and 29. Delegates to this convention will have opportunity to attend the sessions of the annual meeting of the American Seed Trade Ass'n held in the same place on June 29 and 30, and July 1.

Boise, Ida.—Farmers and dealers selling alfalfa or clover seed without having the seed tested and labeled according to the Idaho law will be prosecuted vigorously, it is announced in a statement issued by C. B. Ahlson, State Seed Commissioner. Sending samples of seed to the State Laboratory for testing is recommended.

New Orleans, La.—A completely equipped powerful radio receiving set has been presented to Joseph Steckler, who was severely injured several months ago when he intercepted the activities of a burglar in his seed store, by his many friends in the trade and its branches. Louis B. Reuter presented the set, acting as a com'te of one for the purchasers.

Chicago, Ill.—Court assistance in interpreting a clause, involving 7,000 shares of stock, worth approximately \$500,000, in the will of the late Albert Dickinson, founder of the seed house bearing his name, has been asked by Chas. S. Quinlan, executor of the estate. The property, valued at \$2,000,000, was divided between Chas. D. Boyles, a nephew, and Mrs. Emma Dickinson, the widow.

Crawfordsville, Ind.—Germination tests have been made from seed hung up early before the freeze in dry, well ventilated places and the results have been surprising and indeed disappointing. Ears that appeared healthy and sound were either dead or showed weak vitality. A careful survey of the situation in adjoining counties has been made by the Crabbs, Reynolds, Taylor Co., with the conclusion that seed must be shipped in. Being interested in the production of a good corn crop in the territory tributary to its many elevators the company has circularized its patrons with an offer to provide good seed corn if ordered in advance.

"Improved Oat Varieties for the Corn Belt," by L. C. Burnett, T. R. Stanton, and C. W. Warburton (U. S. Dept. Agr. Bul. 1343), covers 4 varieties of oats, Albion, Richland, Iowar and Iogren, developed by the Iowa Experiment Station and the U. S. Department of Agriculture. Seeding tests recommend a 3-bu. rate per acre for Albion and Richland, over 3 bu. for Iowar, and 4 bu. for Iogren.

Evansville, Ind.—A lease has been signed by the Purcell Seed Co. for a new seed house to be erected according to its plans and specifications on the Southern and C. & E. I. railroads with 165 feet of trackage at a cost of \$60,000. Floor space will be 44,000 square ft. and will include a 3-story cleaning house equipped with latest cleaning devices and all appliances to speed up seed handling. Construction will begin immediately and completion of the project is expected within 3 months.

"Improved Oat Varieties for New York and Adjacent States," by H. H. Love, T. R. Stanton and W. T. Craig (U. S. Dept. Agr., Dept. Circ. 353), tell how investigations at Ithaca, N. Y., in cooperation with the New York Cornell Experiment Station, have developed 6 pure line selections of oats, Cornelian, Ithacan, Comewell, Empire, Standwell and Upright (a kind of resistant to lodging). Their respective average yields during 6 years of tests were 58.9, 53.7, 51, 50, 50, and 48.5 bu., compared with 49.5 bu. from Silvermine, 46.4 from Swedish Select, and 39.2 from Mammoth Cluster.

Dusting Wheat and Oats for Smut.

Copper carbonate dust as a fungicide for smut in wheat and oats was the subject of experiments explained in "The Dusting of Wheat and Oats for Smut," by F. D. Heald, G. L. Zundel and L. W. Boyle (*Phytopathology*, 13 (1923), No. 4). Copper carbonate was found to have the best qualities for use as a protective treatment against smut. No reduction in germination was found to follow its use, even tho treated seed was stored for as much as nine months. Contrariwise, germination was improved and more vigorous and better growth recorded.

Tho the experiments were not conclusive on this point, field data indicated less winter injury and increased yields when copper carbonate was used. Seed injury will not result from seeding in dry soil, but data is lacking on the effectiveness of copper carbonate under different conditions of soil moisture.

Experiments of 1921 showed that 2 oz. per bu. of seed effectively prevented smut from seed-borne spores with light, medium and heavy smutting.

In treating oats formaldehyde gave better results than copper carbonate at the average of 5 farm demonstrations. Experiments showed copper carbonate gave perfect control in Chinese Hull-less, but inferior protection in Swedish Select and Abundance.

Imports and Exports of Seeds.

Imports and exports of seeds for February, compared with February, 1925, and for 8 months ending with February, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		Exports	
	February 1926	February 1925	February 1926	February 1925
Alfalfa, lbs...	558,963	185,110	2,400,142	4,393,062
Beans, lbs...	8,306,988	15,031,254	54,000,375	57,396,770
Peas, lbs...	1,712,058	3,302,546	15,108,418	24,018,328
Clover, lbs...	7,115,772	6,027,406	33,319,501	21,195,335
Grass seeds, lbs...	943,774	282,118	4,265,254	2,841,650
EXPORTS				
Alfalfa, lbs...	24,898	45,010	1,332,555	363,582
Beans, lbs...	72,240	81,018	427,284	452,800
Peas, lbs...	11,998	3,288	67,045	40,981
Clover, lbs...	48,987	195,656	681,340	1,715,770
Timothy, lbs...	2,076,223	2,308,332	6,470,908	11,608,652
Other grass seed, lbs...	370,051	404,068	3,888,018	4,081,047

Higher Priced Seed Gives Better Value.

Speaking from a Chicago radio station for the Wholesale Grass Seed Dealers Ass'n, Robert D. Edwards told how the true value of seed may be ascertained, and how the best seed is usually the cheapest. He said:

Generally speaking, seedsmen recognize three classes of seeds:

1. **Raw or "country run"** seed as it comes from the thresher or huller. This "country run" seed, even from the best and cleanest of fields, will contain a heavy proportion of chaff, dirt and other inert matter, weed seeds and the seeds of other crops.

2. **Country-Cleaned Seed.** This is the seed after it has been given a more or less careful cleaning with the type of machinery available in the farm or in the country elevator. If this cleaning is made carefully the resulting seed may be of fair to good quality, containing a comparatively small percentage of weed seeds, inert matter, etc.

3. **Reclaimed Seed.** This is clean seed which has been brought to one of the big cleaning and refining establishments and there run through batteries of delicately adjusted and highly specialized machinery which remove, in so far as it is humanly possible, everything but the pure true seed.

In making this general classification into the three groups it must be many degrees of refinement within each class. Of course, the operations involved in cleaning and reclaiming seed cost money, besides causing an expensive shrinking in the seed itself. Consequently reclaimed seed must sell for a higher price than the raw or partly cleaned seed.

The question is, does it pay to buy the reclaimed seed at the higher price? Let's take an actual sample to demonstrate just how it is possible to compare the real values in two different lots of seed.

There were on display in a certain seed store last spring two different lots of alfalfa seed. One, which we will call lot "A," was tagged purity 99%, germination 96%, price \$18.75 per bushel.

Lot "B" was tagged as follows: Purity 95%, germination 91%, price \$17.25 per bushel.

You will note there was a difference of \$1.50 per bushel between the two lots. Now the chances are that most of you who may be listening to this talk will say right away that you would not plant 95% alfalfa seed under any conditions. However, please follow this example through and see how it works out.

Value Based on Germination and Purity.—Let's take Lot "A." The price was \$18.75 per bushel. Ninety-nine per cent of the seed was pure. There are 60 pounds in a bushel of alfalfa seed—99% of 60 is 59.4 pounds, which represents the quantity of pure seed in a bushel. However, the germination was only 96%. Ninety-six per cent of 59.4 pounds is about 57 pounds. We have then in the bushel of lot "A" alfalfa 57 pounds of pure, live seed. Now, the 57 pounds of pure, live seed cost \$18.75, which you can very quickly figure out represents 32.9c per pound. At this rate per pound a bushel of 60 pounds of pure, live seed would cost \$19.74. Jot that figure down, for it represents the real cost per bushel of the pure, live alfalfa seed in lot "A."

Let us compare that with lot "B," which was priced at \$17.25 per bushel. Only 95% of this seed was pure, according to the tag, and 95% of 60 pounds is 57 pounds. Again, according to the tag, only 91% of the pure seed germination and 91% of 57 pounds equals 51.8 pounds of pure, live seed. Now divide \$17.25 by 51.8 pounds and we get 33.2c as the cost per pound

of the pure, live seed. At this rate, a bushel costs 60 times 33.2c, or \$19.92.

Now see the difference. The pure, live seed (which is the only part that does you any good) in lot "A" cost \$19.74. In lot "B," although it was priced \$1.50 per bushel cheaper, it actually cost \$19.92. In brief, lot "B" was actually 18c per bushel more than lot "A." Now, if you have followed that simple process in arithmetic you will see how easy it is to compare the values of two different lots of seeds and determine just what you really pay for the pure, live seed in the lot of seed you buy.

Effect of Weed Seeds.—However, that difference of 18c doesn't begin to tell the whole story, for in giving you the figures on the test bags of the two different lots of seed I purposefully omitted quoting the percentage of weeds. As a matter of fact, lot "A" contained less than one-fourth of 1% of weeds, while lot "B" contained 1 1/4%. Now, weeds are weeds, regardless of whether your state happens to classify them as noxious or not. They take up space, they steal moisture and fertility from your soil; they make the crop more difficult to harvest and reduce its value, and in the long run they reduce the value of your land.

Lot "A" was marked .20 of 1% weeds on the tag, and, therefore, contained two ounces of weed seeds to the bushel. Lot "B" was tagged 1 1/4% weed and, therefore, contained about 14 1/2 ounces of weed seeds to the bushel. I do not need to tell you what a lot of trouble and expense that 14 1/2 ounces of weed seeds might cause, so in addition to actually paying more for the pure, live seed in lot "B" you would be at the same time taking on a lot of trouble and expense that can hardly be estimated.

Up to now we have looked at this question from the point of view of the cost of the seed alone. That is a common and natural way of looking at it, although as a matter of fact we should always regard the purchase of seeds as the means to an end—the end, of course, being the crop.

Difference in Value of Crop.—Let us look at it from that point of view for a minute and compare the difference in crop and profit between ordinary home-cleaned seed and reclaimed seed. To begin with, no matter what grade of seed you sow it costs you the same for taxes, rent and other overhead expenses on your farm, for fertilizer and lime, for plowing and fitting the land and sowing the seed. All these expenses remain the same no matter what grade of seed you sow. There will, however, be a difference in expense between low-grade seed and high-grade seed. Moreover, the other conditions being equal, there will be a slightly bigger crop from high-grade seed and naturally it costs a little bit more to harvest and store or market a big crop than a little crop.

Keep those facts in mind and now jot down the following figures, which are taken from investigations that were made in one of the corn belt states, on the cost of growing a crop of timothy and clover hay from seed of average home-cleaned quality. The costs per acre were as follows: Seed, \$2.70; preparing land and seeding, \$4.85; use of land, which includes, taxes, etc., \$5.60; harvesting and marketing, \$2.25—total, \$18.55.

The crop averaged 1 1/2 tons per acre. It was of only medium quality so it was somewhat weedy and it sold at \$18.00 per ton or a total of \$27.00. Subtracting the cost, \$18.55, there was an average profit of \$8.45 per acre. Compare with this the extra cost and extra profit from using a high grade or reclaimed seed. The cost of growing the ordinary crop was \$18.55; add extra cost of the better seed, 30c; extra cost of harvesting a slightly bigger crop, 75c; total, \$19.60. The crop under these conditions averaged two tons and was of high quality—that is, it con-

tained practically no weeds or foreign plants and sold at \$20 per ton, making a total value per acre of \$40. Deducting the \$19.60 cost, this left a profit of \$20.40 per acre. In other words, on an extra investment of only 30c per acre for seed and 75c per acre for harvesting, there was an increase in profit of \$11.95 per acre.

That seems to be the answer to the question, "Does Reclaimed Seed Pay?"

Look for a Good Seed Business.

BY OBSERVER.

Unusually heavy precipitation and unseasonable weather has delayed seeding operations with a consequent falling off of business for seed dealers. At the same time the weather improved the prospects for crops in the south-west.

Seed dealers report taking advantage of the slight lull to catch up with their orders and prepare their establishments for greater efforts. With clement weather a rush in the seed business is expected, and it would be well for the country seed retailers to be prepared.

Weather conditions last fall greatly damaged corn and a shortage in seed with high germination is certain. A few hours spent in locating and contracting good seed corn should pay big dividends this spring.

The Wood Strip Seed Corn Tester.

Observations of crop reporters and seedsmen in close touch with the seed corn situation indicate a shortage of good seed corn for this season's planting. Careful testing of seed corn stocks on the part of the seed retailer will pay good profits by increasing the price he can obtain; careful testing will enable the producer to get larger yield per acre.

So much has been said regarding the rag doll method that it has become widely known.

Another simple and almost foolproof method is followed with the wood strip seed corn tester. It consists of a box 2 inches deep, 16 inches wide and 17 inches long, lined with tin, preferably galvanized, in which is placed 10 one-inch strips of wood, each 1 1/2 inches wide and 15 1/4 inches long. Ten 1/4-inch holes are bored in each strip.

A quarter inch of sawdust is placed on the bottom of the box to serve as a reservoir for excess water. All the strips are thoroly scalded and soaked until saturated. These are then laid over the first layer of sawdust and will be found to fit the box.

Six kernels from an ear is placed in each hole in the strips. The box is filled level full of moistened, well-rotted sawdust, and placed in a temperature of about 70 degrees. In a week the test may be read. If kept in a temperature of 100 to 110 degrees F. it may be read on the fifth day.

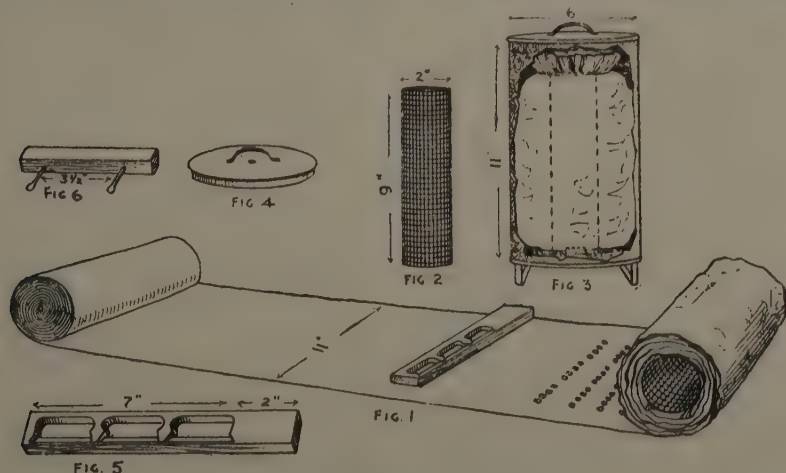
Numbers under the holes in the wood strips correspond to numbers on the ears of corn being tested and kept in a rack for easy handling. This tester provides for testing 100 ears at a time.

Be sure to scald the strips before using a second time, to avoid the development of mold, which will interfere with the test.

Time at this season may be most profitably spent by local grain men and producers in testing seed corn.

A large number of ears can be tested at one time by using an improved form of rag doll tester, known as the Lawton Seed Corn Tester. To place the kernels accurately on the cloth a piece of wood with holes to let the kernels thru is used. The cloth is then rolled up on a galvanized wire cylinder which is placed on end in a closed metal can with a lid. The cloth is 11 inches wide, and the galvanized wire cylinder is 2 inches in diameter and 6 inches long, the cloth being tied at the ends after rolling up. The can should be not less than 6 inches in diameter.

Very good results are obtained with this outfit, but, of course, precaution against mold should be taken by sterilizing the equipment as in the case of other testing apparatus.



A Large Capacity Seed Corn Tester.

Feedstuffs

Little Rock, Ark.—The housing and stock of the Laskey Feed Co. were recently destroyed by fire.

Birmingham, Ia.—A new engine has been installed in the feed mill of Carson & Winslow's plant here.

Dover, Del.—The Piercy Co. has been incorporated to deal in dairy and farm feeding equipment and foods.

Ogden, Utah.—Rulon Lee & Co. are the operators of the Five Points Feed Co. which recently reopened for business.

San Francisco, Cal.—"Lactein" has been filed under serial number 211,309 for poultry, hog, and cattle food, by the Lactein Co.

Edgarton, Wis.—The Doyan Lumber Co. has been incorporated for \$50,000 by B. H. Doyan, L. A. Lester and C. M. Nelson. It will deal in wholesale and retail feed and fuel.

Denver, Colo.—"Amerco" printed against a background of blue and red vertical stripes constitutes trade mark 225,908, filed by F. C. Ayres Mercantile Co. for poultry feed.

St. Louis, Mo.—R. W. Fenwick, sec'y of the National Feed Co., is replacing the pres., J. W. Cohen, who is retaining his interest in the business but will be less active in the future.

St. Louis, Mo.—Charles C. Clark, a member of the Merchants Exchange for the past twenty years, died here on Mar. 23. Mr. Clark was connected with the Valley Milling Co.

Milwaukee, Wis.—June 22 has been selected for the meeting of Wisconsin retail feed dealers in Milwaukee to perfect an ass'n exclusively organized for retail feed dealers.

Atchison, Kan.—A complete line of machinery for manufacturing poultry and stock feeds has been installed by the Blair Elevator Corp., under the supervision of Horner & Wyatt.

Milwaukee, Wis.—Frank J. Marshall, 60, traffic manager of the Wilbur Stock Food Co., died on Mar. 23, of paralysis of the throat. His wife, 3 daughters, a brother and a sister survive him.

Tacoma, Wash.—A circular band inclosing a representation of a cow's head and bearing the words "Green Meadow" has been filed by Kenworthy Grain & Milling Co. for stock and poultry feed.

Memphis, Tenn.—Thomas Feed Co. has been organized by E. E. Anderson, pres., and H. S. Crofford, sec'y-treas., and W. F. Thomas, gen'l manager, to do a carlot and mixed car business in grain and feed.

Kansas City, Mo.—C. H. Cotton has resigned as manager of the millfeed jobbing department of Goffe & Carkener, Inc. He is replaced with D. P. Moore, traffic manager. Mr. Cotton is expected to continue his connections with the Kansas City feed trade.

Feed Movement in March.

Receipts and shipments of feed at the various markets during March, as compared with March, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Chicago, tons.	13,761	16,880	47,527	39,734
Cincinnati, tons	1,890	2,160	.....	.....
Kans. City, tons	2,540	5,340	38,500	24,920
Milwaukee, tons	2,500	3,410	10,422	11,038
New York, tons	250	900	.....	80
Portland, tons	3,900	1,326	1,882	780
San Francisco, tons	430	373	.....	.....

Chicago, Ill.—A silhouette of a pig and the words "Swift's Digester Tankage" constitutes trade mark 223,609, filed by Swift & Co. for stock feed.

Gouverneur, N. Y.—J. B. Williams of Jamestown has leased the Wallace Feed mill here, which has been closed since the death of D. F. Sprague, and is getting an option for the purchase of the plant.

Memphis, Tenn.—Southern Mixed Feed manufacturers Ass'n has been granted charter of incorporation. J. B. Edgar, W. R. Smith-Vaniz, A. T. Pennington, E. T. MacNichol and W. A. Hall are the incorporators.

Houston, Tex.—Construction of a \$50,000 poultry feed manufacturing plant here is planned by W. D. Haden Co. W. D. Haden, Jr., pres., says construction work will start within 3 months on a site near the Houston ship channel.

Leavenworth, Kan.—Thomas Ashby, of the Ashby Feed and Grain Co., manufacturing and distributing mixed feeds, died recently. He retired from active business several years ago and his sons were operating the plant.

Madison, Wis.—W. B. Greim, acting director of the Feed and Fertilizer Inspection Division, Wisconsin Department of Agriculture, since the resignation of Dr. W. H. Strowd a year ago, has been appointed permanently to that position.

Chicago, Ill.—The Pop Corn Flour Mills, Inc., has been incorporated by M. C. Jackson, A. Harrison, P. M. Mitchell, E. J. Laky, F. C. Brose, and A. Lucas, with \$35,000 capital stock, to manufacture and deal in flour and combinations of flour used with pop corn.

Buffalo, N. Y.—The Hotel Buffalo has been selected as convention headquarters for the annual conventions of the Mutual Millers & Feed Dealers Ass'n and the Eastern Federation of Feed Merchants on June 24 and June 24 and 25, respectively.

Memphis, Tenn.—An explosion in the cake crushing department started a rapidly spreading fire that destroyed the plant of the Cold Press Mills, Inc., and endangered several employees. The plant was covered by insurance and is expected to be rebuilt.

Ontario, Cal.—Fire caused destruction of the plant of the Ontario Feed & Fuel Co. late last month, with loss estimated at between \$15,000 and \$25,000, fully covered by insurance. The warehouse contained large quantities of grain and feed, a portion of which will be salvaged.

Worcester, Mass.—Dealers from all parts of Massachusetts attended the meeting of the Massachusetts Retail Grain Dealers Ass'n here on Mar. 30. The relative merits of home-mixed dairy rations and commercial mixed feeds was discussed by Chas. Staff of Detroit, Mich., and C. E. Kiff, Delhi, N. Y.

Pine Bluff, Ark.—A banquet was given by the Whyte Feed Mills and the Riley Feed Manufacturing Co. at the Hotel Pines, to Arkansas feed manufacturers late last month. A large number attended. The principal speakers were Chas. L. Whyte, Pine Bluffs; A. T. Pennington, Memphis; John B. Edgar, Memphis, and E. P. MacNichol, the latter two pres. and sec'y of the Southern Mixed Feed Manufacturers Ass'n, respectively.

Expansion of the dairy business in Florida is indicated in the report of the Florida State Chamber of Commerce which shows that the cattle-tick-free counties of Martin, Broward, Palm Beach, Dade and Monroe imported 106 carloads of dairy cattle, containing 2,876 cows and 588 calves, from Ohio, Massachusetts, Kentucky, Tennessee, Virginia, South Carolina, Alabama and Georgia during 1925. This news should be of striking import to southern feed manufacturers.

Kansas City, Mo.—The Ralston Purina Co. will increase its alfalfa meal feed output by 50% when the installation of its new grinding unit is completed. The unit is costing the company \$50,000. A warehouse, to handle the increased production, also costing \$50,000 is nearly finished, as reported in a previous issue of the Journal.—P.

Minneapolis, Minn.—In answer to a letter from the United States Feed Distributors Ass'n regarding the amendment to Rule VIII, John G. McHugh, sec'y of the Minneapolis Chamber of Commerce, wrote, "Your suggested amendment of the rules relating to mill feed was approved by the Board of Directors and referred to the Changes in Rules Com'tee with the request that it be incorporated in the general revision of the rules now being prepared."

A Hint for Feed Retailers.

A novel means for increasing its feed retail business has been adopted by the Farmers Elevator & Feed Co., of Indianola, Ia. It offers a discount on certain brands of mill feed to feeders who will keep feeding records showing the cost of gains in the weights of their feeder stock and milk production of their dairy animals. Thus it obtains additional proof of the value of the commercial feeds it sells.

It is quite frankly a sales effort, but merits considerable success because it is meeting the feeder half way in encouraging him to do the thing he should do of his own accord. It is doing the feeder a service, and while the sales of the feed tested will doubtless be greatly increased, many feeders are going to profit much more from what they learn concerning their business thru the records, than they will from the discount.

The idea is worth emulating.

Per Capita consumption of flour in the United States has declined in its wheat equivalent from 5.48 bus. in 1889 to 4.21 bus. in 1921, according to the Pres. of the Millers National Federation; and if the price-fixers succeed in creating a prejudice in the public mind how much farther will the consumption drop off, to the discomfiture of the growers whom the active agitators pretend to help.

Kansas City, Mo.—T. C. Thatcher of Oklahoma City, Okla., was re-elected pres. of the Southwestern Millers League at its 16th annual meeting. Other officers elected are: A. R. Kinney, Omaha, vice-pres.; Thad. L. Hoffman, Kansas City, second vice-pres.; Roger S. Hurd, Wichita, third vice-pres.; Harry G. Rondall, Kansas City, treas.; C. V. Topping, Kansas City, sec'y. New directors are: J. S. Flaunt, Aurora, Mo.; H. S. Cowgill, Carthage, Mo.; Louis Gottchrek, Salina, Kas.; W. A. Chain, Abilene, Kas.; J. L. Ford, Shawnee, Okla.; W. H. Boone, El Reno, Okla.; H. K. Schafer, Omaha; John E. Jacobson, Lexington, Neb.; C. H. Newman, Fort Worth, Tex.; T. P. Duncan, Wichita Falls, Tex.

Exports of Feedstuffs.

Exports of feedstuffs during February, compared with February, 1925, and for 8 mos., ending with February, are reported in short tons by the Bureau of Foreign and Domestic Commerce as follows:

	8 months ended February			
	February, 1926	February, 1925	February, 1926	February, 1925
Hay	4,249	1,802	17,313	13,063
Cottonseed cake	25,371	17,674	227,501	219,827
Linseed cake	31,870	30,065	221,361	204,682
Other oil cake	681	140	3,022	2,735
Cottonseed meal	12,908	7,372	136,298	91,577
Linseed meal	1,195	120	7,902	2,818
Other oil cake meal	1,067	5	10,945	2,128
Brans and middlings	878	170	2,738	1,706
Screenings	224	28	2,831	2,983
Other mill feed	3,438	1,217	17,005	7,438
Prepared feeds not medicated	1,280	1,285	9,023	13,657

Grain Trade News

ARIZONA

Phoenix, Ariz.—A local syndicate, of which Joseph T. Melcher and Thomas Clements are the leaders, has taken over the properties of the Phoenix Flour Mills Co., Inc., for which they paid \$750,000. Max Viault and the Viault family, who formerly controlled the company, have withdrawn in order that they may take no active charge of their Los Angeles flour mills.

ARKANSAS

Little Rock, Ark.—S. J. Beauchamp and others organized the Terminal Warehouse Corp. Little Rock recently.

Osceola, Ark.—E. P. Fletcher and D. E. Atcher have opened a hay, grain and feed business under the name of the Osceola Hay & Feed Co.—P.

Waldenburg, Ark.—A \$50,000 fire swept the warehouse of Cecil Wofford and Jess Brown Weiner. Seed rice valued at \$45,000 and belonging to the Rice Growers' Ass'n was destroyed.

Jonesboro, Ark.—Roy Keller, a graduate of the College of Agriculture of the University of Missouri and active in the extension work of the college, is the head of the new feed and produce firm operated as Keller Bros.—P.

Little Rock, Ark.—Dr. R. R. James, who was elected vice-pres. of our concern when we incorporated recently, died in Memphis on Mar. 10, and we have elected no new vice-pres. as yet.—Thomas L. Harder, mgr., Rose City Milling Co.

CALIFORNIA

Fallbrook, Cal.—Fred Stewart, operating as the Fallbrook Bean Co-op. Ass'n, has opened a large grain warehouse here.

Los Angeles, Cal.—The directors of the Globe Grain & Milling Co. have asked the stockholders to sanction a \$1,500,000 bond issue which will mature in July, 1932, and yield 6%.

San Francisco, Cal.—Charles A. Edwards, former pres. of the United States Commerce Co. of Portland, died as the result of a fall on Mar. 23. Up to the time of his death Mr. Edwards did a grain brokerage business.

Plainfield (Woodland, p. o.), Cal.—The problem of handling bulk grain is being seriously considered by the farmers of this district. They have a proposition of building an elevator before them and have given much thought to it. A meeting was held on March 25 to discuss the situation.

St. Helena, Cal.—E. J. Sparks of Napa has got the feed and grain business of Mrs. Harriet Hewitt and has already taken possession. The business had been operated for the past nine years by Thomas A. Hewitt, who died recently. Mrs. Hewitt and her daughter will move to Napa, while Mr. Sparks and his wife will move here.

Lincoln, Cal.—The Railroad Commission has authorized the Lincoln Grain Growers, Inc., to sell \$25,000 of its capital stock in order to purchase the local elevator of the California Farm Bureau Elevator Co. It has also been authorized to issue a \$13,000 note to Andy Rasmussen for five years, and a \$5,000 note to the Bank of Lincoln.

Durham, Cal.—Farmers of this locality are considering the construction of a 35,000-bu. elevator here. The erection was proposed by H. C. Mellon of Oakland, who stated that if the elevator were erected the farmers would save from 14 to 28 cents on each 100 pounds. The cost of the building will be about \$17,000. A committee is investigating the matter and a special meeting of the farmers will be called when its report is ready.

CANADA

Port McNichol, Ont.—The Canadian Pacific railway will construct a 2,000,000-bu. elevator here on Georgian Bay at a cost of \$1,700,000, according to a recent announcement.

Munson, Alta.—The Alberta Pacific Grain Co.'s local elevator, completely burned Mar. 28 with a damage of \$23,500. Over 8,000 bus. of wheat valued at \$11,000 and 3,000 bus. of oats valued at \$1,000 were damaged. The building and grain were fully insured.

Regina, Sask.—The Saskatchewan Pool Elevators, Ltd., will have thirty 32,000-bu. country elevators constructed before Aug. 1, 1926. Plans and specifications have been made up and bids for the erection of units of ten or more elevators will be received by the company until Apr. 15.

Fort William, Ont.—Construction work has begun on an addition to the present plant of the Bole Grain Co., Ltd. The new unit will have a storage capacity of 500,000 bus. and will be built at a cost of \$250,000. Upon its completion a second unit of the same size will be added.

Spillers, Ltd., have sold their local terminal elevator to a syndicate that is closely allied to the Maple Leaf Milling Co., of Kenora, Ont. The price paid was around \$2,000,000. It is reported that Montreal capitalists are organizing a flour milling and grain export company which will operate through Alberta, Saskatchewan, and this port, using Spillers elevators for transferring.

Brandon, Man.—J. E. ("Jim") George died here on March 24 after an operation. Mr. George was in the grain and milling business for over 40 years, having first worked for Leitch Bros., millers of Oak Lake, in 1882. Later he was in partnership with Wilson Bros. in the grain and milling business at Indian Head, Sask. In 1902 he moved to Winnipeg and went into partnership with Thomas Metcalfe in the grain commission business. At that time he was a member of the Winnipeg Grain Exchange and is still well known among the members. He was in the first organization of the Western Canada Flour Mills Co. in 1906 and moved here in 1907. He was connected with the company until he retired a year ago. Mr. George is survived by his widow and two daughters.

New Westminster, B. C.—According to information received from F. A. Pauline, British Columbia agent-gen'l at London, an English syndicate is planning to erect a \$5,000,000 terminal elevator here this year.

The plant of the Manitoba Grain Co. was destroyed by fire on March 29 with a loss of \$150,000. Although the fire was kept on the premises of the Manitoba Grain Co., the grain in the warehouse of Vernon & Buckenfield, immediately adjacent, was badly damaged by water. The latter concern also suffered an additional loss through the burning of five carloads of grain, valued at \$6,000, stored in the elevator of the Manitoba Grain Co.

The Harbor Commission and members of the grain and shipping trades are considering a proposal to construct a floating grain elevator which would be capable of loading and unloading grain while ships lie in the harbor. Advocates of the grain barge say that much time could be saved by the ships and elevator facilities if the grain could be loaded into boats taking small parcels while lying at other docks or in the stream. Not only would the barge be capable of loading grain, but it would have suction equipment to unload bulk grain from ships in emergency cases. During the past year a number of such cases have occurred.

WINNIPEG LETTER.

The Saskatchewan & Western Elevator Co. dissolved its business and turned in its charter.

The United Grain Growers, Ltd., purchased eighteen of the Manitoba government elevators for \$101,000 recently. The individual elevators, sold for sums ranging between \$1,000 for the elevator at Dufresne to \$9,000 for the elevator at Dominion City. The elevators, included in the deal are located at Barnsley, Medora, Reston, Linklater, Mather, Homewood, Somerset, Graysville, Dufresne, Margaret, Sanford, Brunkhild, Terrence, Underhill, Dominion City, Elva, Cardinal and Mariapolis. The United Grain Growers, Ltd., previously bought 43 elevators, and has 56 leased from the government.

The price for memberships in the Grain Exchange has been raised from \$7,500 to \$10,000.

James Richardson & Sons, Ltd., one of the largest grain brokerage houses in Canada and having headquarters here, got a seat in the Montreal Stock Exchange recently for \$30,000. It is expected that the company will operate a stock brokerage department in connection with its existing business.

Premier John Bracken of the Province of Manitoba intends to introduce a bill in the provincial legislature to return \$68,662 to grain exchange firms from whom the government has collected the Grain Futures Tax which was declared unconstitutional by the Judicial Committee of the Privy Council. The tax has been collected for the past two years but many brokers evaded it.

COLORADO

Firstview, Colo.—The Rocky Mountain Grain Co., which is affiliated with the Colorado Milling Co., has completed its elevator here.

Holly, Colo.—The Romer Mercantile Co. has bought the Isabell Bean Co.'s elevator here and will enlarge it this spring for a grain elevator.—A. L. Smith.

Greeley, Colo.—There is some discussion of the city closing several streets and if it does we will be compelled to build anew. If it does not, we will remodel.—Bresnahan Merc. Co.

ILLINOIS

Mt. Zion, Ill.—The Smith & Scott Grain Co. is now operating as Smith & McGaughey.

Ohlman, Ill.—Chas. Cowen has succeeded H. F. Husman as mgr. of the Ohlman Co-op. Co.

Waterloo, Ill.—The mill of the Waterloo Milling Co. was slightly damaged by fire on Mar. 19.

Waggoner, Ill.—We are contemplating the installation of an electric motor.—Farmers Grain Co.

Reynolds, Ill.—The village board has granted a permit to the Co-operative Elevator Co. to install a truck scale.

Shobonier, Ill.—An addition was built on to Suman & Son's elevator to house their new grist mill and corn crusher.

New Berlin, Ill.—The Farmers Grain Co. is building a concrete elevator. G. W. Quick & Sons were awarded the contract.

Loxa, Ill.—The elevator to be built here will be erected by a local millwright.—Albert J. McComas, proprietor, Loxa Grain Co.

Kankakee, Ill.—The J. J. Badenoch Co. of Chicago has opened offices here in the Cobb Bldg. with William Quinlevan in charge.

Bloomington, Ill.—The Central Mill & Elevator Co. has made extensive repairs in its elevator, installing four new legs, mixers, and a corn products drier.

Fairbury, Ill.—The S. C. Van Horne Grain Co. incorporated; capital stock, \$24,000; incorporators, S. C. Van Horne, R. L. Coomber and B. E. Wrigley.

Scioto, Ill.—Ralph McNeely is asst. mgr. of our elevator, not mgr., as reported in a recent number of the Journal.—C. W. Hodges, Farmers Elevator Co. of Scioto.

Carthage, Ill.—John Moore, member of the coal and grain firm of Moore Bros., died Mar. 26 from pneumonia. He is survived by his widow and two sons.

Pierson, Ill.—S. H. Baker has resigned as mgr. of the Pierson Grain & Supply Co. because of ill health. He was succeeded by Mr. Ledbetter of Sullivan.

Midland City, Ill.—There will be some improvements made on our local elevator, but I cannot say to what extent.—H. B. Randolph, mgr., Midland City Elevator, Lubkenbill & McBride.

Nauvoo, Ill.—Edward Grott has traded his 40-acre farm for Joseph J. Eld's feed mill and grocery store here. Mr. Grott will take David R. Stevenson as a partner in the business. He intends to establish a flour mill on the property.

Hindsboro, Ill.—Dr. C. H. Gilmer of Villa Grove has traded some property in that town for local elevator, which formerly belonged to S. Wilson Harper of Oakland. A year ago Mr. Harper traded a farm near Oakland for the elevator. Carlos Wheatly was the owner at that time.

Gridley, Ill.—I underwent an operation recently and was in the hospital for 23 days. After going home I remained there for two weeks more, but I have now resumed active management of the Claudon Grain & Coal Co. —J. P. Gulgrich.

Tomlinson, Ill.—A petition for the appointment of a receiver for the Farmers Elvtr. Co. has been filed in the Circuit Court. The company owes the Fowler State Bank \$43,000 and is unable to pay. Altho an audit of the company's books is not complete, irregularities in the conduct of the business have been found.

Sharps Crossing (Champaign p. o.), Ill.—The Illinois Traction Co. promises to give relief in regard to the moving of grain from the elvtr. of the Sharp Elvtr. Co. at this point, and the elvtr. of the Somers Township Grain & Coal Co. at Fords Crossing (Urbana p. o.), which are both on the abandoned Kankakee & Urbana Traction Co. right-of-way.

Morris, Ill.—John McLuckie, mgr. of the Farmers Square Deal Grain Co., has resigned to go into partnership with H. A. Stalter of Streator in the grain business at Lostant. Mr. McLuckie has been mgr. of the local company for 2½ years. His successor is E. J. Overly, formerly connected with the Farmers Square Deal Elvtr. Co. at Saratoga.

Toluca, Ill.—Directors of farmers' elvtrs. at Granville, McNabb, Standard, Putnam, Varna and Toluca held a meeting here recently to discuss ways for the improvement of the elvtr. business. They agreed that free storage should not be allowed over 60 days. Some of the elvtrs. reported losses thru free storage of grain for long periods. Lawrence Farlow of the Illinois Farmers Grain Dealers Ass'n and George Wickler of the I. A. A. led the discussions.

Taylorville, Ill.—The Illinois Milling & Elvtr. Co. is bankrupt and M. Reidel, the pres., is in the hands of the sheriff for having cheated the farmers out of their grain money. The McKenzie Milling Co., owner of the plant, will again take possession and manufacture its products. This company leased the local mill to the Illinois Milling Co. about eight months ago and then bot the Johnson elvtr. at Morrisonville. Mr. McKenzie was given a part interest in the Illinois Milling Co. to apply on the rental. The two associates of Reidel, who are said to be innocent, and Reidel were indicted by the grand jury for larceny after Z. T. Tarrant, a farmer residing in the locality, complained that Reidel bot 800 bus. of corn and altho he promised to pay on a certain date, he did not come across with the money when the pay day came and attempted to stall off the payment. Many other farmers in the vicinity have also been fleeced in this manner and officials expect a flood of complaints soon. A patent for the manufacture of "Nature's Gift," a whole wheat flour, is also believed to have been faked.

CHICAGO NOTES.

The many friends of Sam Finney will regret to learn that he has recently buried his wife.

George Booth, of Lamson Bros. & Co., sailed for a month's tour of Europe. He will land at Naples Apr. 15.

William Wittman, head of William Wittman & Co., died recently. Mr. Wittman was a member of the Board of Trade.

We have leased 2,000 sq. ft. of space at 166-72 W. Jackson Blvd. We will move May 1.—Barnett Farroll, Farroll Bros.

Marvin E. Miner, 70, connected with the Armour Grain Co. for the past thirty years, was married to Mrs. Dora Shaffer recently.

Alex Spunt & Son, Inc., of which Henry M. Crosswell is the Chicago Board of Trade representative, has moved its headquarters from Houston, Tex., to New York City.

The Board of Trade American Legion Post No. 304 has procured a 250 m.m. captured German minnewerfer (mine thrower) and now has it displayed on the main floor of the Board of Trade Bldg.

The magnificent modern exchange building called for by the plans of the Chicago Board of Trade's Committee on New Building will be a credit to the organization and a fit associate of the palatial office and bank buildings in the neighborhood. It is designed to cover a full block and cost approximately \$18,000,000. The first half would be erected on the site of the present Postal Bldg. and the Board of Trade would occupy quarters intended eventually for the Chicago Stock Exchange until the last half of the building is completed.

The Board of Trade has expelled George O. Stremmel of Princeton, Ill., trading in cash grain and futures, for making deals at one price and reporting them to his customers at another, and for obtaining a profit in addition to the regular brokerage fee.

The coroner's jury gave a verdict of accidental death in the case of Edward O'Neill, 20, son of E. Earl O'Neill, a well known broker and member of the Board of Trade. Young O'Neill swallowed a large quantity of poison on March 29 and on March 31 died from the effects.

Ben B. Singer, David G. De Reimer, Ray W. G. Eyster, Lee Louis Tabor II, and Lucien Voorhies have been admitted to membership in the Board of Trade. The following memberships were transferred: Ernest B. Norman, John J. Wade, Grant Harper, Albert E. Lucius and John Gammie.

INDIANA

Stevenson, Ind.—Peter Umfried's elvtr. here will undergo a number of improvements.—C.

Lafayette, Ind.—Certificate of preliminary dissolution has been filed by the Lafayette Mlg. Co.

Lafayette, Ind.—The Indiana Grain Dealers Ass'n will hold its June meeting here on June 24 and 25.

Hagerstown, Ind.—We bot out the Leas Milling Co. at a recent auction sale.—Hagerstown Grain Co.

Lebanon, Ind.—Reveal & Patterson have installed a McMillin combination wagon and truck dump in their plant.

Milford Junction (Milford p. o.), Ind.—I am figuring on installing a cereal mill this summer.—J. D. Baumgartner.

Corydon, Ind.—L. A. Reasor bot the "Old Red Mill," which was built in 1834, and will replace it with a modern structure.

Frankton, Ind.—We are contemplating several changes and improvements in our elvtr. equipment.—Farmers Grain & Coal Co.

Oxford, Ind.—Ray Roberts, now mgr. of the Oxford Grain Co., will take over the management of the Farmers Co-op. Co. at Chase.

Rensselaer, Ind.—The branch office of the Lowell Hoyt & Co., established here about a year and a half ago, has been discontinued as of March 18.

Princeton, Ind.—Carl O. Woods, a Southern Railroad painter, entered a plea of guilty of having stolen feed from the Welborn Grain Co. here.—C.

Remington, Ind.—Wilkinson & Evans' elvtr. was bot by Claude Hedworth of Romney, not Edworth, as reported in a recent issue of the Journal. The firm name remains the same.

Mount Vernon, Ind.—The Mount Vernon Milling Co. recently completed another large corn warehouse, a receiving station and cribs, just opposite Mount Vernon on the Kentucky side of the Ohio River.

Chase (Boswell p. o.), Ind.—C. F. Hall, mgr. of the Farmers Co-op. Co., is going into the feed manufacturing and jobbing business on his own account and will be succeeded as mgr. by Ray Roberts, mgr. of the Oxford Grain Co.

Francesville, Ind.—J. F. Postalwaite of Princeton, Ill., took charge of the Co-op. Elvtr. Co. on Mar. 16. He was mgr. of the Kasbeer Farmers Elvtr. Co. at Kasbeer, Ill., until he joined the staff of Geo. Stimmel, broker here, in December. John L. Zink, the former mgr., is still confined to the sick room, it is understood.

Lafayette, Ind.—The Indiana Millers Ass'n will hold its early summer meeting at the Purdue University in conjunction with the Indiana Bakers Ass'n and the Domestic Science Dept. of Purdue. The dates are May 18 and 19, beginning at 1:30 p. m. We are expecting this to be our very best meeting and that much real good will come from this joint effort.—Charles B. Riley, sec'y, Indiana Millers Ass'n.

Ligonier, Ind.—A. W. Lyon, 72, senior member of the firm of Lyon & Greenleaf, died here March 9 following an attack of acute indigestion. His firm is engaged in the milling and elvtr. business here under the name of Ligonier Mlg. Co. Elevators in Millersburg, Brimfield and Wawaka are also owned and operated by the company. Mr. Lyon was very active in civic affairs.

Laketon, Ind.—A suit for \$44,000 has been filed against thirty-eight of the stockholders of the Laketon Elvtr. Co. to settle the affairs of the defunct company. The seven plaintiffs are also stockholders and seek court support in levying the loss proportionately. Geo. C. Baker appointed receiver some time ago, managed to reduce the indebtedness of the firm from \$58,000 to the above figure. The physical assets of the company were disposed of at \$10,600, reported in the last number of the Journal.

Lafayette, Ind.—Wheat grading classes under Prof. F. E. Robbins at the Purdue University have been concluded. The program consisted of a series of talks on subjects of interest to Indiana grain dealers. H. A. Rhoades, federal grain inspector at Indianapolis, discussed grain mixing and conditioning. Dr. E. C. Young of the Purdue Farm Management Dept. spoke on the causes of fluctuation in grain prices, and G. I. Christie, director of the university's agricultural experiment station, gave an address on "The Indiana Wheat Program."

IOWA

Dinsdale, Ia.—The Dinsdale Grain & Lumber Co. has put in a line of feeds.

Carroll, Ia.—The Carroll Roller Mills has installed a Munson Attrition Mill.

Hornick, Ia.—We expect to build a 20,000-bu. annex soon.—McMaster Elvtr. Co.

Rudd, Ia.—The Farmers Exchange is considering putting in a truck dump.

Remsen, Ia.—The Farmers Co-op. Co. recently bot J. F. Gamberdinger's elvtr. here.

Orchard, Ia.—The Farmers Supply Co. is contemplating the installation of a truck dump.

Story City, Ia.—The Farmers Grain Co. stockholders decided to reincorporate the company for 20 years.

Iowa Falls, Ia.—Harry B. Campbell, connected with the Farmers Elvtr. Co., died at his home Mar. 30.

George, Ia.—The Farmers Elvtr. Co. stockholders voted to reincorporate the company for another 20-year period.

Sioux City, Ia.—Mail to the local office of Quinn-Shepherdson Co. is no longer deliverable, its representative having left the city.

Marathon (Leverett p. o.), Ia.—O. A. Smith, a local elvtr. operator for many years, dropped dead at his daughter's home recently. He was 68 years old.

Nemaha, Ia.—The Nemaha Independent Elvtr. Co. was robbed recently but as the loot was mostly in checks the banks were notified to stop payment.

Ellsworth, Ia.—Howard J. Keefer, mgr. of the Farmers Elvtr. Co. here, died recently. The remains were interred at Green Valley, Ill., where he was born.

Des Moines, Ia.—The Updike Grain Co. of Chicago has moved its local branch offices from the Hubbell Bldg. to the Fleming Bldg. M. S. Swanson is the mgr.

Pierson, Ia.—Will Young, who operates Marr & Young's elvtr., will be the next mayor of the town as he has been nominated for the office on both party tickets.

Weldon, Ia.—Having mutually severed my connection with the Weldon Elvtr. Co. I am back in Lost Nation and will conduct the Phelps Grain Co. there.—J. H. Phelps, owner, Phelps Grain Co.

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SIMONDS-SHIELDS-LONSDALE
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Kansas City is the logical market for your corn at this time. Please phone or wire us for bids, our prices will be attractive.

Operators of the Milwaukee and Rock Island Elevators—total capacity 5,500,000 bushels.

Chelsea, Ia.—S. A. Brush, who is engaged in a local grain elevator business, has announced his candidacy for state senator from the Tama-Benton district on the Republican ticket.

Le Mars, Ia.—Plans for the reconstruction of part of the Plymouth Mills are being drawn up and will be ready soon. The new building will probably be of fireproof construction.

Eagle Grove, Ia.—The stockholders of the Farmers Elevator Co. decided to renew its charter for another 20-year period. The company operates two elevators here, one in Florence, and one in Newell.

Anamosa, Ia.—The elevator of the Anamosa Elevator Co., of which C. L. Niles is the proprietor, was damaged by a fire on Mar. 25 which was started by the explosion of a blow torch in the basement.

Galt, Ia.—We did not sell our elevator at Galt to Mrs. Oscar Dahlgren. We sold her a drug stock, or rather, traded it to Mrs. Dahlgren for property in Clarion. We still operate the elevator at Clarion.—W. R. Burt, Burt Grain Co., Clarion, Ia.

Klemme, Ia.—The Klemme Co-op. Grain Co. will install a truck dump.—L. G. Gimer, mgr. (Lew Gimer recently succeeded H. J. Stille as mgr. of the Klemme Co-op. Grain Co. Mr. Stille has moved to Haswell, Colo., where he will look after a large farm.)

Des Moines, Ia.—The Red Crown Milling Co., which was formerly the Falcon Milling Co., and the Greater Des Moines Com'lite are waiting for the next legislature to pass an enabling act to allow the city to take over the Corn Products Refining Co.'s elevator and to operate it as a municipal terminal elevator. The com'lite plans to make this city the equal of St. Joseph, Mo., and other important grain centers as a terminal market.

Des Moines, Ia.—The annual convention of the Western Grain Dealers Ass'n, which meets here Apr. 19, 20 and 21, will have two important subjects brot before it for discussion, viz.: the seed corn situation in Iowa and the matter of handling the 1925 corn crop. One other matter that will probably come up for discussion will be the oat seed question, as Iowa oats have been below the eastern standard. D. O. Milligan, acting sec'y of the convention, expects a record attendance.

Lakewood, Ia.—The Lakewood Grain Co. was organized recently by H. P. Schnepf, Albert Rath, Henry Loges and George Rogen, and will do a grain, feed and coal business. A modern plant with electrical grinding machinery is to be erected and put in operation by June 1. This company has no connection with the Lakewood Farmers Elevator Co., whose elevator was completely destroyed by fire last fall. The affairs of that company are to be liquidated as soon as possible.

Cedar Rapids, Ia.—The city council has given the Quaker Oats Co. an option to buy the property now occupied by the city waterworks plant with the exception of the pipes, machinery and equipment. The option is of 18 years' duration and is really a conditional agreement, the condition being that if the city decides to abandon the present waterworks plant within that period the Quaker Oats Co. can buy the plant within 90 days at a price to be agreed upon by three men composing a board of appraisers. The Quaker Oats Co. may choose one of these men. If the city does not abandon the waterworks within the 18 year period then the Quaker Oats Co. shall make a decision not more than 90 days after the expiration of the time limit.

KANSAS

Zarah, Kan.—Zarah Grain Co. incorporated; capital stock, \$13,000.

Effingham, Kan.—The Effingham Grain Co. is no longer in business.

Cunningham, Kan.—Carl Poland bot a half interest in the Farmers Grain Co. recently.

Louisburg, Kan.—The Louisburg Elevator Co.'s north elevator was destroyed by fire recently.

Wakefield, Kan.—We have employed Herbert A. Merritt as mgr. of our elevator.—The Wakefield Farmers Co-op. Ass'n.

Grove (Silver Lake p. o.), Kan.—Remodeling of J. J. Merrillat's Grove Elevator will be done by Erickson & Olson of Assaria.

Wichita, Kan.—R. E. Garber, asst. supt. of the Wichita Terminal Elevator Co., will become supt. of the Enid Terminal Elevator Co., Enid, Okla., on Apr. 15. The Enid elevator is nearing completion.

Council Grove, Kan.—The old Ryan Elevator, which has been unused for several years will be operated this season by Fred E. Fraley.

Colby, Kan.—I am operating the business of the Colby Milling Co., which I purchased a short time ago, as the Colby Mill & Elevator Co.—H. S. Kink.

Savonburg, Kan.—We are planning on covering our entire elevator with galvanized iron this spring.—The Savonburg Farmers Union Co-op. Ass'n.

Corning, Kan.—I did not get the management of the Corning Elevator, as was stated recently, because the deal fell thru.—R. J. Courter, Wetmore, Kan.

Herington, Kan.—W. B. Potter, mgr. of the Farmers Union Elevator Co. here, has resigned in order to be mgr. of the Farmers Union Elevator Co. at Latimer.

Frizell (Larned p. o.), Kan.—H. E. Hill has taken over R. E. Chears' interest in the local elevators and will operate under his own name.—C. R. McCotter.

Valley Falls, Kan.—Lee Reichart has awarded the contract for the erection of a new elevator and warehouse to Herb Spencer. Work will start in a week or two.

Meade, Kan.—Loewen Bros., large wheat growers of the local Menonite settlement, are constructing a 10,000-bu. elevator on their farm four miles southwest of here.

Rydal, Kan.—Hobart West will succeed G. C. Dooley as mgr. of the Rydal Farmers Elevator & Coal Co. on July 1. Mr. Dooley bot the Duff Grain Co.'s elevator at Washington.

Leavenworth, Kan.—Thomas Ashby, 86, founder of a local grain and hay business, died on March 18. He is survived by a daughter and three sons, who manage the business.

Hutchinson, Kan.—Frank Summers, new mgr. of the Security Elevator Co., has been elected to membership in the Board of Trade on a transfer from P. M. Clarke, the former mgr. of the company.

Washington, Kan.—G. C. Dooley, who has been mgr. of the Rydal Farmers Elevator & Coal Co. at Rydal, Kan., for the past 13 years, bot the Duff Grain Co.'s local elevator and coal bins. He will take possession July 1.

Stockton, Kan.—Weather permitting, I will have my elevator completed in about 30 days. It is a frame building equipped with electric motor, automatic scales, truck dump, truck scales, and is iron clad; 14,000 bus. capacity.—O. C. Finch.

Ottawa, Kan.—A new 200-h.p. Diesel Engine and part of our building were damaged by fire recently. The total loss was \$750. We lost no operating time tho. Our mill has been running 24 hours for the last three years.—C. B. Ross, Ross Milling Co.

Clauddel, Kan.—The C. M. Alspach Grain Co.'s elevator is now owned by Rose & Wall of Stratton, Colo. They traded the Alspach company some Colorado land for the elevator. Ross & Wall will have some repairs made and will keep open for business right along.—C. W. Jackson, mgr., C. M. Alspach Grain Co.

Plainville, Kan.—The Plainville Mill & Elevator Co.'s plant, which has been shut down for several years, will be sold at auction on Apr. 12 to satisfy outstanding debts. The estimated value of the plant is set at \$40,000. The district court, which appointed D. A. Hindman as receiver, will confirm the sale at the May term of court.

Hutchinson, Kan.—The Sedgwick County District Court dismissed the appeal of the Farmers Co-op. Commission Co. for a permanent injunction permitting it a seat on the Wichita Board of Trade. Judge J. N. Williams held that the company secured the seat by subterfuge and was, therefore, not entitled to it. The seat was held in the name of A. E. Randall of Wichita, who also represented the commission company. He was fined \$50 and suspended for six months by the Board of Trade for dividing profits among the company's 57 members. When the co-op. company first became a member it changed its by-laws to conform with the Board of Trade rules. In 1925 the state legislature passed a law prohibiting boards of trade from expelling members who divided their profits. This action was a subterfuge, the court ruled.

KENTUCKY

Paris, Ky.—The Paris Milling Co. is out of business.

Eubank, Ky.—The I. E. Payne flour mill has been leased to the Eubank Milling Co.

Georgetown, Ky.—A new mill has been installed in the Georgetown Milling Co.'s mill which will be in operation soon.

Maysville, Ky.—The Germantown Milling Co. has built a \$20,000 plant on the site of its old plant which was destroyed by fire.

Austin, Ky.—Dr. A. E. Ferguson and Earl Carver bot the flour and grist mill of R. A. Smith and will continue operation under the name of the Austin Roller Mills.

Louisville, Ky.—Oscar Farmer, 80, senior member of the grain and feed firm of Oscar Farmer & Son, died here Mar. 19. Mr. Farmer had been in the wholesale grain business since 1882. He is survived by one son and a daughter.—U.

Cave City, Ky.—Fire destroyed O. T. Nichols' flour mill on Mar. 24 with an estimated loss of \$35,000. An overheated bearing was blamed for the fire. The building and contents were insured for \$8,000. The plant is operated as the Cave City Milling Co.

Louisville, Ky.—Frank M. Hartwell, 72, pres. of H. Verhoeff & Co., died at his home Mar. 20 following an illness of six months. Mr. Hartwell lived only a few weeks after the death of his wife. The first grain elevators south of the Ohio River are said to have been built for H. Verhoeff & Co. while Mr. Hartwell was pres. He had retired from active business in 1922. Mr. Hartwell was always conspicuous in civic activities, having been pres. of the Louisville Commercial Club, the Board of Trade, founder of the Good City Government Organization, chairman of the first Louisville Pure Food Exposition, and a leader in the smoke prevention campaign of a few years ago. At the time of his death Mr. Hartwell was a member of the Louisville Country Club, the Audubon Country Club, the Transportation Club, and the Pendennis Club.

LOUISIANA

New Orleans, La.—Emmet L. Betzer, grain broker, has moved his offices to the Board of Trade Annex.

New Orleans, La.—Elevator "E" at the Stuyvesant Docks will have a marine leg erected, to be finished about Aug. 1.—S. P. Fears, chief grain inspector.

New Orleans, La.—R. D. Abrahams has become connected with the firm of Schwartz & Ferry, millfeeds, cowpeas and beans. Mr. Abrahams formerly operated a grain brokerage business of his own.

MARYLAND

BALTIMORE LETTER.

Baltimore, Md.—Thos. H. Seal, B. & O. R. R. elevator agent here, dropped dead on Apr. 4 while out walking with his wife.

Baltimore, Md.—The Frederick County Farm Bureau Co-operative Ass'n is working out a plan to consolidate all the grain elevators in the county under one head, an enterprise which will involve around \$500,000. Options are already held by the ass'n on 15 of the largest elevators in the county and the others are expected to come under its control soon. The promoters of the combine will sell stock only to farmers as they want to eliminate the middleman.

Baltimore, Md.—The Port Development Commission has settled upon satisfactory terms in regard to the construction of a warehouse on the Municipal Belt Line R. R. The building is to be occupied by the Baltimore Feed & Seed Co. which has leased it for 30 years at a rental amounting to 7% of the cost of erection. The estimated cost of the building is \$205,000 which would make an annual rental of \$17,083. The money for the construction will be taken from the port development loan.

MICHIGAN

Belding, Mich.—Chapple & Co. are out of business.

Lamb, Mich.—The Farm Bureau Local has discontinued business.

Freeland, Mich.—Chas. Wolohan, Inc., has installed a new bean drier in the local plant.

Hillsdale, Mich.—The Hillsdale Co-op. Elevator Co. will install a 22-inch motor drive Bauer Mill soon.

Watervliet, Mich.—Fire damaged the engine room of the Watervliet Milling Co. Loss, \$200.

Sanford, Mich.—Eugene Field, who formerly operated the Shepherd Grist Mills, is now the mgr. of the local Chatterton Elvtr. Co.'s elvtr.

Fountain, Mich.—I have bot the Mason County Co-op. Marketing Ass'n's warehouse here. I will continue to operate it and carry a full line of feeds.—B. F. Brunke.

Bennington, Mich.—Because of the fire which destroyed the Farmers Elvtr. at Laingsburg recently the local branch elvtr. is being closed out and no more produce is being purchased.

Monroe, Mich.—The stockholders of the Amendt Milling Co. are considering the reorganization of the company and incorporating it as the Monroe Milling Co. and will vote upon the proposition at a meeting to be held soon.

Moorepark, Mich.—The local N. Y. C. R. R. passenger and freight stations and Freeland Gill's elvtr. were totally destroyed by fire on March 15 with a loss of \$15,000. One thousand bus. of wheat and 2,500 bus. of rye were damaged.

Milan, Mich.—Milo Fulcher and William Lee have bot the elvtr. of F. C. Hasley and will operate as the Fulcher & Lee Elvtr. Co. Improvements will be made in the building and a new grain dump and grinder will be installed. Mr. Fulcher will manage the business.

Grand Rapids, Mich.—William Kotvis, one of the founders of the grain and feed firm of Van Driele & Co., died at his home on Mar. 28. Mr. Kotvis came to Grand Rapids in 1864 and with his brother, John, who is now 88, and Francis Van Driele, he started a feed business. The two brothers continued in the business for 55 years before retiring. Mr. Kotvis is survived by his widow and two daughters.

Fountain, Mich.—J. L. Heise has been appointed mgr. of the Mason County Co-op. Marketing Ass'n, according to Marvin D. Young, pres. of the ass'n. Mr. Heise has been mgr. of the Fountain Co-op. plant. He announces that he intends to carry out a previous plan to erect an elvtr. here within the next six weeks, and hopes to have it finished by Sept. 1. This will not keep him from the co-op. work as Mr. Heise intends to give his full time to it.

Melvin, Mich.—Because of the disagreement of the jury in the Prentiss v. Kerr Grain & Hay Co. suit, it was discharged and will be reheard at the next term of the court. Prentiss brot suit against the Kerr company alleging that he stored 642 bus. of wheat there in 1924, and at the time of storing the grain received \$500 for the same. Wheat was at that time quoted at \$1.02 a bu. Prentiss claimed \$1.05 in the suit, alleging that \$1.05 per bu. was the price when he sought settlement on all but 142 bus. sometime later. When full settlement was demanded wheat had advanced to \$1.95, altho no difference arose as to the settlement price of the 142 bus., the grain concern charged. This was confirmed by Prentiss' testimony, the basic contention being that he claimed \$1.05 per bu. for 500 bus. instead of \$1.02 as quoted. Settlement on the 142 bus. has been withheld, pending the outcome of the suit.

MINNESOTA

Darfur, Minn.—The Farmers Elvtr. Co. is building a grain storage building.

Eldred, Minn.—T. P. Smidesang is the new mgr. of the Farmers Elvtr. & Trading Co.

Lakefield, Minn.—An attrition mill has been installed in the plant of the Lakefield Milling Co.

Mapleton, Minn.—F. W. Wichman, a local elvtr. man, committed suicide by hanging himself.

Herman, Minn.—Our new 40,000-bu. elvtr. will not be completed until May 20.—Herman Market Co.

Henning, Minn.—We purchased the old Farmers Elvtr. located on the Northern Pacific Ry.—Anderson & Barry.

Delano, Minn.—A 7½-h.p. ball bearing, enclosed, ventilated motor was installed in the Delano Elvtr. Co.'s elvtr.

Grey Eagle, Minn.—Will Eldred bot the feed mill and residence of Will Alexander and expects to move here soon.

Fertile, Minn.—Farmers Milling & Power Co. incorporated; capital stock, \$1,000,000; incorporators, C. F. Kankel, G. Krouchnable and D. C. Neely.

Bigelow, Minn.—The Farmers Elvtr. Co., managed by O. F. Johnson, has built a \$3,000 warehouse and office and also installed an attrition mill.

Granada, Minn.—The Granada Farmers Elvtr. Co. has installed a Kewanee all steel truck lift, Howell sectional grates, and a 10-ton platform dump type scale.

Hope, Minn.—The elvtr. of the Speltz Grain & Coal Co., of Albert Lea, was destroyed by fire on Mar. 29 with an estimated loss of \$10,000. A large stock of grain and feed was destroyed.

Northfield, Minn.—A list of claims amounting to \$18,628 has been filed in the district court by John H. Farley, receiver of the defunct Northfield Flour Mills Co. On May 1, at a special term of the court, a hearing on the claims will be given.

Gibbon, Minn.—Work has been started by the T. E. Ibberson Co. on a 25,000-bu. 12 bin 2 leg iron clad cribbed elvtr. for the Farmers Elvtr. Co. Four Fairbanks-Morse enclosed motors will be installed, 2-7½ h.p., 1-5 h.p., and 1-2 h.p. The receiving scale and the coal scale will both be Fairbanks 10 ton 16 ft. A receiving scale will be equipped with an air dump. A Richardson 2,000-bu. hourly automatic scale is also included in the list of equipment, along with a Link-Belt Manlift and a cleaner and 11x6" D. P. Buckets. The office building will house two rooms.

MINNEAPOLIS LETTER.

Hub Owens bot the Chamber of Commerce membership of O. A. Zimmermann for \$3,500 at an auction recently.

The McCaull-Webster Elvtr. Co. has sold its line of elvtrs. but this in no manner affects the operation of the McCaull-Dinsmore Co.—J. L. McCaull, pres., McCaull-Dinsmore Co.

St. Paul, Minn.—James F. O'Meara, 60, sec'y of the St. Paul Grain Exchange and the St. Paul Hay & Grain Board, died Mar. 31 from heart trouble after an illness of six months. Mr. O'Meara is survived by his wife and one daughter, Jenet.—P.

The construction of Hallet & Carey's elvtr. is progressing, as the foundation for the workhouse is completed and foundation for the storage house is being poured this week. Materials are being received according to schedule and it is expected that the job will be completed before the fixed date of Aug. 1.—F. L. Hague, McKenzie-Hague Co.

We are indebted to John G. McHugh, sec'y of the Chamber of Commerce, for a copy of the 43rd annual report of that organization. It is a 166-page book containing grain statistics of the Minneapolis market, grain statistics of outside markets, crop reports, list of elvtrs., list of officers and members and reports of com'tes of the Chamber of Commerce, and the Sec'y's report.

MISSOURI

Trenton, Mo.—The Trenton Milling Co. is out of business.

Auxvasse, Mo.—The Auxvasse Milling Co. has gone out of business.

Galt, Mo.—J. S. Callihan bot the Galt Feed & Grist Mill from W. R. Berry.

St. James, Mo.—The Farmers Exchange built on an addition to its old building.

Salisbury, Mo.—S. J. Leach, mgr. of the Farmers Elvtr. Co., resigned recently.

Stockton, Mo.—Excavation work for the foundations of the new Whinery Feed Mill is rapidly nearing completion.

Riverdale, Mo.—The plant of the Gardner Milling Co., which was totally destroyed by fire, will probably be rebuilt.

St. Joseph, Mo.—Fred R. Windle is no longer connected with the Kellogg-Huff Grain Co. as he is now in charge of an auto agency in Kansas City.

Grant City, Mo.—Lafe and Harry Nail have bot the local elvtr. of the Iowa-Missouri Grain Co. In the past they have been operating the plant under lease.

St. Joseph, Mo.—Carl N. Deuhren of the Kellogg-Huff Grain Co., has applied for membership in the Merchants Exchange on a transfer from J. F. Kellogg.

Rush Hill, Mo.—The Farmers Elvtr. was sold at auction to Ed Melahn, Pat Beckman, Albert Erdel, J. R. Snook and Fred Doeblin following an order of court permitting dissolution.

Speed, Mo.—Geo. K. Bryan has been succeeded by his brother, Thos. F. Bryan, as mgr. of the Speed Farmers Elvtr. Co. The former mgr. has joined his wife at Raton, N. M., where she recently went for her health.

Sturgeon, Mo.—The city of Sturgeon is suing the Wabash Ry. and the William Pollock Milling & Elvtr. Co. for \$1,150 in fines alleged to be due for the violation of a city ordinance ordering the removal of two coal houses.

Eldon, Mo.—Fire destroyed the plant of the Farmers Exchange, which had been operating for only 10 days. Several carloads of feed and poultry produce were stored in the building. The business was owned by a St. Louis produce company connected with the Missouri Farmers Ass'n and was managed by F. L. Cuno. The building and contents were insured for \$10,000.

Trenton, Mo.—B. R. Ralston and other local interests have bot the I. N. Fehr Milling Co. Mr. Ralston, who has managed the Fehr company for the last six years, will be in charge of the new company, which will be known as the Ralston Milling Co. Mr. Ralston intends to enlarge the plant soon. Mr. Fehr expects to go to the Pacific Coast to find a location for a new home.—P.

Columbia, Mo.—The Boone County Mill & Elvtr. Co. and the roadway Milling Co. have consolidated but will continue under the name of the former company, which was founded in 1852 by "Uncle Bob" Smith. The company recently modernized its plant by adding \$40,000 worth of new machinery. The plant of the Broadway Milling Co. will continue operations for the time being at least.—P.

KANSAS CITY LETTER.

Robbers took \$600 from the vault of the Southwestern Milling Co. recently.

Angus A. Clark has been elected to membership in the Merchants Exchange. The membership of Okley H. Gibbs, of Omaha, was transferred.

The Kansas City Hay Co. incorporated; capital stock, \$7,000; incorporators, Rice B. Arnold, L. S. Austin and Arnold Brush; will operate as commission agents in the sale of hay, grain and agricultural products.—P.

T. C. Worth was elected to membership in the Grain Exchange on a transfer from Harry Schilling, pres. of the Schilling Grain Co., who will go into the grain business at Los Angeles but will retain a branch office here. Mr. Worth paid \$8,000 in addition to the transfer fee of \$500 for the membership.

The building which will house the 3,000-bbl. unit of the Washburn-Crosby Co. has been finished and machinery is being installed. The plant will be in operation by June. The company will then have a total capacity of 6,000 bbls. daily with a 2,500,000-bu. grain storage capacity. A feed mill is being erected and will be working in August. All construction work is being done by the Jones-Hettelsater Construction Co.

The J. C. Lysle Milling Co.'s \$1,000,000 plant in North Kansas City was recently sold to the new Larabee-Sheffield combine. The mill has a daily output of 1,500 bbls. of flour with building equipment for twice that capacity. The elvtr. has a capacity of 300,000 bus. of wheat. The plant was erected three years ago. It will be operated by the Larabee Flour Mills Corp., which is controlled by the B. B. Sheffield interests of Minneapolis. Eugene D. Lysle, pres. of the J. C. Lysle Milling Co., will become a director of the Commander Corp., which is the holding company for the Sheffield-Larabee-Lysle properties. Mr. Lysle will continue the operation of his company's Leavenworth plant.

ST. LOUIS LETTER.

Herman Von Rump and Joseph A. Foerstel have formed a partnership. Wilbur Christian is also connected with the company.

Joseph Schuermann, Producers Grain Co., has applied for membership in the Merchants Exchange on a transfer from J. M. Jones who is connected with the same company.

At a recent dinner meeting the St. Louis Grain Club discussed the probable establishment of a red winter wheat contract in the local option market. Most of the speakers favored such a contract and a com'te was appointed to investigate the matter and give a report to the club within thirty days. Movies concerning co-op. marketing were shown under the auspices of the U. S. Dept. of Agriculture.

The Merchants Exchange membership of C. V. Eisenmeyer has been put up for sale and cancellation.

The election of E. C. Andrews as pres. has been announced by the Marshall Hall Milling Co. Mr. Andrews succeeds Sydnor Hall, who is the son of the late Marshall Hall, founder of the company. Having been vice-pres. and gen'l mgr. of the Kehlor Flour Mills Co. from 1910 to 1923, and founder of the Black and White Milling Co. of East St. Louis, Mr. Andrews is very well known in the milling field. He is a former pres. of the Merchants Exchange and the Ass'n of Operative Millers. The Marshall Hall Milling Co. officials have been trying to interest Mr. Andrews in the company for some time, feeling that his reputation and merit would be of great value to the company.

MONTANA

Miles City, Mont.—Frank Higgins, connected with Salyards of Minneapolis, has bot the interest of Charles Hanson in the Hanson & Alair Grain Elvtr. Co. of this city. The company will operate as the Higgins & Alair Grain Elvtr. Co. in the future.

Glendive, Mont.—A majority of stockholders of the Farmers Grain Co. have decided to give the board of trustees the power to sell the elvtr. Due to non-co-operation of the stockholders business has been very poor and the elvtr. has been operated at a loss.

NEBRASKA

Davey, Neb.—Chris Jensen is now mgr. of the Davey Co-op. Grain Co.

Milligan, Neb.—The McCaughey Bros. are constructing a large elvtr. here.

Fullerton, Neb.—I am the new agent for the B. Hord Grain Co.—James J. Lambrecht.

Hardy, Neb.—Dan Rickey of Warwick has bot a local elvtr. and intends to remodel it soon.

Cozad, Neb.—The Cozad Farmers Elvtr. Co.'s elvtr. is finished and the company is handling grain.

Bancroft, Nebr.—Mail to the Farmers Grain Co. has been returned marked "Moved, Left No address."

Clarkson, Neb.—Anton Bartak bot the interest of Henry Knapp in the Clarkson Milling & Grain Co.

Hamlet, Neb.—The Farmers Co-op. Co., of which A. G. Meister is mgr., has installed an iron dump.

Venango, Neb.—A 20-h.p. engine has been installed in the plant of the Farmers Co-op. Grain Co.

Winside, Neb.—C. E. Benshoof traded a quarter section of land to Fred Jensen for the Farmers Union Elvtr.

Petersburg, Neb.—Petersburg Elvtr. Co., incorporated; capital stock, \$30,000; incorporators, Frank Lelfeld, et al.

Alliance, Neb.—The Alliance Cereal Mills incorporated; capital stock, \$15,000; incorporators, Edward Sitz, Ella J. Sitz et al.

Crete, Neb.—Steve Skoll has succeeded J. L. Hutchinson as mgr. of the Crete Grain & Live Stock Ass'n. Mr. Hutchinson is now living on his farm.

Osceola, Neb.—M. S. Pearson has succeeded E. Pierson as mgr. of the Farmers Grain Co. Mr. Pierson has gone into business on his own account. He was in charge of the local elvtr. for the past nine years.

Durant (Stromburg p. o.), Neb.—O. W. Miller resigned as mgr. of the Farmers Grain Co. and has been succeeded by Mr. Pearson of Wahoo.

Ruskin, Neb.—T. C. Hart succeeded F. M. Saum as mgr. of the Ruskin Grain & Coal Co. Mr. Saum has gone into the grain business on his own account.

Elk Creek, Neb.—I am operating the former Farmers Co-op. Ass'n's elvtr., which I bot recently under the name of A. E. Miller, Grain and Livestock.—A. E. Miller.

Page, Neb.—J. C. Faulkner, former mgr. of the Farmers Union Co-op. Ass'n at Royal, has succeeded E. W. Hubbard as mgr. of the Farmers Union Co-op. Co. of Page.

Berwyn, Neb.—The Farmers Grain & Supply Co. is adding a stock of feeds to its business. It recently installed a 15-h.p. electric motor. A new feed grinder will be put in soon.

Bridgeport, Neb.—The partnership of Dunlap & Dove was dissolved recently because of a large increase in the business. C. M. Dove, who has been taking care of the coal and implement depts., will go into business on his own account, carrying those two lines. B. N. Dunlap will carry on the grain, produce and elvtr. depts. under his name. The firm recently bot a new \$30,000 elvtr. at Newport and also purchased the implement and hardware store of W. H. Willis here.

OMAHA LETTER.

Omaha, Neb.—The D. Sherman Grain Co. incorporated; capital stock, \$40,000; incorporators, David Sherman, David and J. J. Greenberg, S. C. Poska and T. M. Waxman.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co., lessees of the C. R. I. & P. elvtr. here, is again making extensive improvements to its grain handling facilities. Work is now under way in connection with the construction of two No. 8 Hess Driers with necessary handling machinery to furnish grain to and from the present elvtr. In addition to the drier, dual boilers, smokestack, boiler house and all steam pipe, are being installed. The work is being handled by Polwell-Ahlskog Co., constructors, and L. A. Stinson, consulting engineer, who added 1,000,000 bus. concrete storage tanks to the plant last year.

NEW ENGLAND

Boston, Mass.—Thomas F. Maloney has been elected to membership in the Grain & Flour Exchange.

Boston, Mass.—John Kellogg, pres. of the Armour Grain Co., has applied for membership in the Grain & Flour Exchange.

Malden, Mass.—A daylight sneak thief stole \$133 from the safe of the Malden Grain Co., of which Lewis Gibbs is the mgr.

Acton, Mass.—A. W. Davis Co. incorporated; capital stock, \$25,000; incorporators, Alfred W. Davis, Francis V. and George V. Mead.

Naugatuck, Conn.—Harry E. Davis, mgr. of the Spencer Grain Store for several years, has resigned and will enter business on his own account soon.

Plymouth, N. H.—Edward A. Chase, owner of the Chase Grain Co., died at his home Apr. 3. Mr. Chase was 50 years old and is survived by his wife and one son, Robert M. Chase.

Upton, Mass.—Leander A. Snow, who has conducted a grain business here for the past 50 years, celebrated his 75th birthday by attending to his business as usual. His son, Harry C. Snow, assists him.

Boston, Mass.—F. J. Sennott, former salesman for Jaquith, Parker, Smith & Co., has associated himself with Thomas J. Maloney for the purpose of conducting a grain brokerage business under the name of the Sennott Grain Co.

Van Buren, Me.—The grist mill of A. F. Richards was burned Mar. 24. The carding mill and warehouse were also destroyed, the total loss amounting to approximately \$20,000. The fire is said to have been caused by a hot box in the engine room.

Burlington, Vt.—Patton, Irwin & White sold their feed and grain business to the A. D. Pease Grain Co., which will continue to operate the business under the old name. M. D. Robbins, who has been connected with Patton, Irwin & White for about 25 years, will be with the A. D. Pease Grain Co. in the future. Wesley T. Abell will be the mgr. of the business.

NEW YORK

Buffalo, N. Y.—The Buffalo Corn Exchange will hold its annual meeting and election on Apr. 13.

Buffalo, N. Y.—Chas. H. Williamson was recently appointed mgr. of the Dakota and Great Eastern Elvtrs.

Buffalo, N. Y.—Henry A. Smith, pres. of the Smith-Ward Co., is recovering from a month's attack of pneumonia.

Buffalo, N. Y.—Present plans call for the completion of the Saskatchewan Co-op. Elvtr. Co.'s new 900,000-bu. storage addition to its present Buffalo terminal transfer elvtr. early in July in order to be ready to handle a portion of the 1926 crop that will be moving to the seaboard at that time. Completion of the addition to the co-op's elvtr. will give the company 2,000,000 bus. of storage space at Buffalo and a total terminal space at Port Arthur and Buffalo of 17,100,000 bus. The new unit will include 27 circular grain tanks, 18 inter-space tanks and 20 outer-space tanks; an additional shipping leg will be erected, also scale and car spouts. A third shipping belt will be added which will increase the elvtr.'s shipping capacity to cars by 50 per cent. An office building will be erected by the company on the elvtr. site. Provision was made in the first unit of the Buffalo elvtr. for workhouse equipment of sufficient power to take care of the storage addition which is now being added.

NORTH DAKOTA

Oriska, N. D.—Thieves stole \$750 from the safe of the Schoen Elvtr. Co.

Goodrich, N. D.—The Farmers Co-op. Ass'n put in a Kewanee all-steel truck lift and Howell sectional grates.

Argusville, N. D.—The National Elvtr. Co. is having T. E. Ibberson erect a four-bin coal shed with a concrete floor.

Sykeston, N. D.—Wiest & Co. is installing a 20-h.p. ball bearing enclosed ventilated motor and transmission equipment.

Freda, N. D.—The Freda Equity Exchange burned Mar. 29 with 5,000 bus. of grain. Insurance, \$6,000 on the buildings.

Edinburg, N. D.—A. E. Swensrud, local grain dealer, died after an operation at the Mayo Bros. hospital at Rochester, Minn.

Landa, N. D.—The Farmers Elvtr. Co. has installed a 25-h.p. gas engine and a 9x18-in. Howell standard four-roller feed mill.

Arthur, N. D.—The Farmers Elvtr. Co. leased the Monarch Elvtr. Co. property in order to increase its seed grain handling capacity.

Leverich (Rugby p. o.), N. D.—A Kewanee all-steel truck lift and a set of Howell sectional grates were installed in the Grant Elvtr. Co.'s elvtr.

Nash, N. D.—The Nash Grain & Trading Co. installed a Kewanee all-steel truck lift, Howell sectional dump grates, and a 10-ton Fairbanks platform scale.

Sanish, N. D.—Construction work was begun on the 30,000-bu. elvtr. for the Farmers Independent Elvtr. Co. which was organized by Joseph Folven, former mgr. of the Watford City Elvtr.

Sutton, N. D.—The elvtr. of the Minnesota Elvtr. Co. burned at 7:30 p. m., Mar. 17. A hot box in the machinery is believed to have been the cause of the fire. The house contained 7 cars of grain. Insured.

Watford City, N. D.—The Farmers Elvtr. Co. has let the contract for the rebuilding of its elvtr. which burned last fall. No plans or specifications were prepared for the new elvtr. before the bid was accepted.

Grand Forks, N. D.—The Independent Elvtr. Co., of Washburn, the Alois Elvtr. Co., of Rohrville, the Farmers Grain & Fuel Co., of Josephine, and the McLaughlin Elvtr. Co., of Cando, have recently joined the Farmers Grain Dealers Ass'n of North Dakota.

Sutton, N. D.—The Minnesota Elvtr. Co. is having the T. E. Ibberson Co. erect a 30,000-bu. 1-leg 18-bin ironclad elvtr. here for them now. A Fairbanks-Morse 15-h.p. engine will provide the power which will be transmitted by rope. The Fairbanks 10-ton 16-ft. scale will be equipped with a Kewanee Truck Lift. The approach and exit will be of concrete. The office building is to be detached. An up-to-date vault is called for in the contract.



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Our line of Grain Elevator
Machinery is complete.

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Howe Scales **Kewanee Dumps**

Norma, N. D.—The Farmers Co-op. Elvtr. Co. has called a meeting of the stockholders to submit a plan for rebuilding the present elvtr. Tentative plans have been made for a 40,000-bu. elvtr. equipped with a double leg and arranged for practical cleaning purposes.

Linton, N. D.—We are installing a disc cleaner and we are also putting in another separate leg to take care of the clean grain from the cleaner. Under this arrangement the cleaner can work continually without any interference. —Ed Krueger, Bosch & Krueger.

Minot, N. D.—Charles P. Burbach of Minneapolis, our representative here, died Mar. 18 at the age of 46. He had been with us for nearly 6 years. He was formerly of Chicago, having been connected with the Armour Grain Co.—B. V. Looemore, Quinn-Shepherdson Co.

Spiritwood, N. D.—A Strong-Scott dump, complete with sleigh attachments and steel bar grate, is to be installed in Rounsville & Dunwell's elvtr. by the Hickok Const. Co. In addition, the driveway is to be regraded, the house will be respouted, and the heads rebuilt. Other general repairs will also be made.

OHIO

Dallas (Hillsboro p. o.), O.—Mail to J. C. Thackery has been returned.

Rudolph, O.—The Liberty Grain Co. expects to install a cob burner soon.

Toledo, O.—The Sheets Elvtr. Co. is installing a 26-inch Bauer Motor Drive Mill.

Wilmington, O.—Buckley Bros. are installing a 19-inch Bauer Mill and Cob Crusher.

Creston, O.—Clyde Setterfield is the new mgr. of the Farmers Equity Co. of Creston.

Cincinnati, O.—Albert G. Wood, formerly in the grain elvtr. business with his brother, died Mar. 29.

Martel, O.—W. E. Breese and Clark Woodcock bot the local elvtr. from the Martel Equity Co.

Toledo, O.—The Lake Erie Milling Co. has bot the old plant of the Metzger Seed & Oil Co. for temporary use.

Rosemore, O.—Daniel L. Early, who has been operating elvtrs. here and at New Jasper, has disappeared from home.

Mansfield, O.—The Cleveland Grain & Milling Co. bot the old Goemann Elvtr. which they have leased for some time.

Toledo, O.—E. L. Southworth and Joe L. Doering of Southworth & Co. are on a boat trip thru the Panama Canal from New York City to San Francisco.

Wooster, O.—Noble C. Maines of this city hung himself in his room at the Battle Creek Sanitarium, Battle Creek, Mich., where he had gone to regain his health.

Curtice, O.—L. G. Sandrock, mgr. of the local elvtr., is temporary mgr. of the Rocky Ridge Elvtr. during the illness of Mgr. Oestrich Lou Rath has been in charge here.

Brighton (Wellington p. o.), O.—Fire totally destroyed the Brighton Farmers Elvtr. Co.'s elvtr. recently. Warren Merrill, an employe in the elvtr., was injured. The estimated loss is \$10,000.

Houston, O.—The Farmers Elvtr. Co. is installing a McMillin wagon and truck dump to operate for two dump doors. The power is furnished by a 2-h.p. motor using a silent chain drive.

Oakwood, O.—F. T. McCurdy and his sister Nellie have bot the Burt & Bidlack elvtr. and will take possession Apr. 15. They will do a general grain and coal business, operating under the name of The Oakwood Elvtr.

Columbus, O.—J. W. McCord is gaining strength daily and altho the carbuncle is healing very slowly, is spending two or three hours every afternoon at his office, the work of which is going on with the aid of his excellent help.

Marion, O.—The E. W. Boyer Grain Co.'s elvtr. was destroyed by fire at 2:30 a. m. on Mar. 21. The loss was estimated at \$50,000. Four thousand bus. of wheat, 8,000 bus. of oats, 1,000 bus. of corn, 12,000 bus. of ground feed and a large quantity of flour were destroyed. Altho the grain was fully insured, the building was covered by only \$1,200 insurance. E. W. Boyer and the Sneath-Cunningham Co. of Tiffin own the elvtr. and Mr. Boyer manages it. Reconstruction of the elvtr. is under consideration.

Holgate, O.—The Snyder flour mill and elvtr. were purchased by C. J. Shockey and P. H. Hipp recently. They will make extensive improvements such as motorizing the plant and installing up-to-date milling machinery. Mr. Hipp has been operating grain elvtrs. for the past 35 years.

Urbana, O.—W. A. Woodward, a leader in the Ohio grain and milling trade and former owner of the Urbana City Mills, died at his sister's home in Los Angeles, Cal. He had disposed of his milling interests three months ago because of ill health, having suffered from heart trouble for several years. Mr. Woodward is survived by a son.

Upper Sandusky, O.—The main section of the elvtr. of the U. S. Commission Co. was damaged \$500 by fire on Mar. 21. The elvtr. legs were burned. The cause of the fire is thought to have been an overheated bearing. Water damaged 1,000 bus. seed barley, 10,000 bus. wheat and 2,000 bus. of oats owned by farmers and valued at \$17,600. The elvtr. was of concrete.

Kingston, O.—The local fire dept. and the Chillicothe chemical brigade confined a slow fire to the three top stories of Snyder & Imnell's concrete elvtr. on Apr. 2. For seven hours the blaze, which was prevented from spreading by steel fire doors, ate away the woodwork and machinery in the top floors of cupola. The concrete construction of the elvtr. was the only thing that prevented it from being razed. The fire was discovered by Herbert Snyder, one of the owners, at 3:30 p. m. in the cupola and he and Dave Fouts, the engineer, attempted to put out the fire with buckets of water. Failing in this, they called the fire dept. The fire is said to have been caused by an overheated bearing. The loss is estimated at \$1500 and covers the destruction of the legs, conveyor belt, machinery, and miscellaneous equipment.

OKLAHOMA

Bernice, Okla.—Mode & Dowling are not in business here any more.

Checotah, Okla.—The East Side elvtr. was destroyed by fire on Mar. 21.

Tulsa, Okla.—Mail for the Tulsa City Farmers Co-op. Co. has been returned.

Bretch (Roosevelt p. o.), Okla.—G. N. Dickson of Roosevelt bot the elvtr. and business of the Farmers Co-op. Ass'n here.

Waurika, Okla.—Robbers took \$100 in cash, \$60 in checks and some notes and mortgages from M. S. Groseclose, local elvtr. owner.

Frederick, Okla.—The Northwestern Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, Carl Cassidy, D. H. Sims and Leo Potishman.

Enid, Okla.—R. E. Garber will be supt. of the new Enid Terminal Elvtr. Co. whose elvtr. is nearly completed. Mr. Garber has been asst. supt. of the Wichita Terminal Elvtr. Co. up to the present time.

Kingfisher, Okla.—The Zalabak Co. suffered a loss of between \$40,000 and \$50,000 when its elvtr. was completely destroyed by fire on March 25. A large quantity of grain, feed, groceries and merchandise was in storage at the time.

Afton, Okla.—The Lipscomb Grain & Seed Co. has sold its elvtr. to the Allison Grain & Seed Co. The Afton Mill & Elvtr. Co. is installing a new wagon dump, erecting a new office building, and enlarging its storage capacity from 18,000 bus. to 25,000 bus.—William Lee Langley, mgr., Afton Mill & Elvtr. Co.

PENNSYLVANIA

Oak Forest (Waynesburg p. o.), Pa.—The Oak Forest Milling Co., of which C. C. Rodgers is the owner, has installed some new milling machinery.

Scottdale, Pa.—Geo. McCurdy, who bot my mill and elvtr., expects to dismantle the mill and move the feed grinding machinery to the elvtr. He will replace the mill with a brick garage. I expect to locate in Ohio where I will build a plant for the manufacture of chop, poultry and dairy feeds and will also handle coal and builders' supplies.—F. V. Perry, Pittsburg, Pa.

Hanover, Pa.—The Hanover Milling Co. is no longer in business.

Philadelphia, Pa.—Several conferences to be held here will determine whether or not the Pennsylvania R. R. will continue the operation of the Keystone Elvtr. at North Philadelphia.

Philadelphia, Pa.—On Mar. 26, William M. Richardson, trading as Richardson Bros., conducting a flour and grain brokerage business here, retired and sold all of his interests therein to James J. Rodgers who will continue to conduct the business under his own name and the same offices. The writer has been genl. mgr. of this business since 1914 and in the future will give the same careful attention to all business transacted that he has in the past. The personnel will remain the same as it has been with the exception of enlarging our present organization to develop the business still further than it is at the present time.—James J. Rodgers, successor to Richardson Bros.

SOUTH DAKOTA

Bancroft, S. D.—The Bancroft Elvtr. Co. is installing a new scale and air dump.

Harrisburg, S. D.—The Farmers Elvtr. Co. will install enclosed ventilated motors.

Arlington, S. D.—Lightning rods are being installed on the Reese elvtr. and mill building.

Mount Vernon, S. D.—The Farmers Elvtr. Co. has installed electric power in its west elvtr.

McLaughlin, S. D.—The directors of the Maple Leaf Grain Co. have decided to build a new elvtr.

Freeman, S. D.—The Farmers Co-op. Elvtr. Co. installed a Kewanee all-steel truck lift and Howell section grates.

Bridgewater, S. D.—A. A. Wollman & Son of Freeman have closed the local elvtr. for the remainder of the year.

Iroquois, S. D.—The Farmers Elvtr. Co. is installing a new enclosed ventilated motor and repainting and rodding the elvtr.

Canning, S. D.—Our old elvtr. is to be remodeled to increase capacity to 12,000 bus.—W. S. Nye, mgr., Frank Pettyjohn's elvtr.

Hosmer, S. D.—Walt & Lammie let a contract to build a 25,000-bu. elvtr. to the L. D. Wait Co. The construction work began Apr. 1.

Oldham, S. D.—M. C. Johnson will install a Strong-Scott Dump and make general repair within the elvtr. The T. E. Ibberson Co. will do the work.

Centerville, S. D.—The Farmers Elvtr. Co. sold at an auction sale to the mortgage holder for \$4,000. They plan to reorganize the company and reopen the business.

SOUTHEAST

Greensboro, N. C.—Hedgpath & Co., of which Joseph C. Hedgpath is the pres., has dissolved. The company was represented on the Chicago Board of Trade.

Rustburg, Va.—The Wilkerson Milling Co. suffered a loss of \$20,000 when its mill, which had been recently remodeled, was destroyed by fire. The company plans to rebuild on a larger scale.

Norfolk, Va.—A. S. J. Jakeman has applied to the city council for a six months' option on the municipal elvtr. Mr. Jakeman is of the opinion that he can lease it. His petition to the council was as follows: "I respectfully request a option on the grain elvtr. for a period of six months, for the purpose of endeavoring to lease same to one of the railroads that now has terminus in our city, for a rental of 6% upon the cost of the elvtr." City Attorney Peatross told the council that the carrying charges would require a 7% rental basis. The matter was referred to the City Mgr.

TENNESSEE

Springhill, Tenn.—The plant of the Ewe Milling & Grain Co. was destroyed by fire on Mar. 27.

Portland, Tenn.—The Portland Milling Co. plant and equipment was slightly damaged by fire on Mar. 25.

Nashville, Tenn.—George L. Harrison, 70, died Mar. 29. He is survived by his widow, one son and a daughter.

Nashville, Tenn.—Frederick S. Blair, 66, for 15 years connected with the Hermitage Grain & Elvtr. Co., died of pneumonia on Mar. 31.

Pikeville, Tenn.—The Pikeville Flour Mills offered a \$50,000 loss when the mills were destroyed by a fire which was started by the explosion of a gasoline engine tank in the plant.

Columbia, Tenn.—F. M. Lander and F. M. Park intend to rebuild the Fountain Creek Mills which burned early this year. They bot the site of the old mills from James H. Kannon, Beverly C. Jeanette and J. O. Cheek.

Nashville, Tenn.—We are making extensive improvements in our corn meal plant and will be in operation in about two weeks after a shut-down of over a month. A reorganization was made in this concern last month, the same now being owned and operated by the Milford Milling Co. The business will continue under the old policies.—C. C. Cowan, gen'l mgr., Southland Mill & Elvtr. Co.

TEXAS

Quanah, Tex.—W. P. Thomas of Vernon bot the elvtr. of T. L. Hughton.

Houston, Tex.—The Lowery Grain Co. has changed its name to the Seaport Grain Co.

Wharton, Tex.—Wharton Grain Co. incorporated; capital stock, \$40,000; incorporators, James and J. C. Locke and J. C. Willis.

Houston, Tex.—The Seaport Grain Co. lost \$200 in cash and \$1,000 in checks when cracksmen entered the company's safe recently.

Higgins, Tex.—J. T. Patton bot the interest of Mr. Collins in the Collins & Patton Grain Co. and is now operating as the J. T. Patton Grain Co.

Plainview, Tex.—The corporate name of the R. C. Ayers Milling & Grain Co. has, by a vote of the stockholders, been changed to the Noble Grain Co.

Plainview, Tex.—Christopher Hinn, 71, father of A. G. Hinn who is pres. and gen'l mgr. of the Harvest Queen Milling Co., dropped dead recently in the plant of the company.

Greenville, Tex.—We will build an additional concrete warehouse possibly this coming winter or late summer, but there will be nothing doing at present.—Greenville Mill & Elvtr. Co.

Houston, Tex.—Houston's \$1,100,000 elvtr., which will be completed in June, will have a storage capacity of 1,000,000 bus. The general plans allow for 6,000,000 bus. capacity, according to the report of Major B. C. Allin, director of the Port of Houston.

Greenville, Tex.—Construction work will begin within the next few weeks on the new steel and concrete warehouse and headhouse of the Greenville Mill & Elvtr. Co. The type of construction will conform to that of the seven-story main plant which was erected 18 months ago.—P.

Fort Worth, Tex.—The directors of our ass'n have decided that our 29th annual meeting will be held at Houston on Monday and Tuesday, May 24 and 25. Houston has roughly mapped out some wonderful entertainment for us, including a boat ride down the ship channel to the old San Jacinto battle grounds where a barbecue and other features of entertainment will be given. The opportunity will be given the members for inspection of Houston's 1,000,000-bu. export grain elvtr.—H. B. Dorsey, sec'y, Texas Grain Dealers Ass'n.

UTAH

Provo, Utah.—Hoover Bros. have installed new mill machinery in their Excelsior Flour Mills here. More machinery is en route.

WASHINGTON

Seattle, Wash.—George L. Neil, formerly of W. J. Lake & Co., has gone into the brokerage business on his own account.

Tacoma, Wash.—The Tacoma Grain Co. has completed its new building, which is five stories high and cost approximately \$30,000.

Seattle, Wash.—Tri-State Grain Co. incorporated; capital stock, \$100,000; incorporators, B. T. Manchester, C. W. Booth and Riley Rice.

Spokane, Wash.—The Centennial Mill Co. recently reduced its capitalization from \$5,000,000 to \$3,000,000 in conformity with a decision of the stockholders at their annual meeting.

Mount Vernon, Wash.—H. M. Thorne, of Seattle, and George Ovensell, of Burlington, have opened the Producers Exchange with offices in the Dairo Commission Bldg. They will buy grain, dairy and poultry feed, hay and oats.

Ephrata, Wash.—The Fred Schwab Commission Co. bot the four frame warehouses and the concrete elvtr. formerly belonging to the Green Valley Union Warehouse Co., according to a statement made by William M. Clapp, receiver of the latter company. Paul Schwab, a member of the firm of the Fred Schwab Commission Co., which has headquarters at Mount Angel, will be in charge of the new properties.

WISCONSIN

Rio, Wis.—Thomas Sampson is the new mgr. of the Rio Co-op. Produce Co.

Ellsworth, Wis.—Our elvtr. will be operated by Cope Bros.—W. J. Buckner, owner.

Monroe, Wis.—We have discontinued our grain and feed lines.—Monroe Lumber & Fuel Co.

New Auburn, Wis.—The William Broten Electric Feed Mill was destroyed by fire with a loss of \$3,000.

Milwaukee, Wis.—Arthur K. Emrich of Emmerburg, Ia., was elected to membership in the Chamber of Commerce.

Bangor, Wis.—The Farmers Co-op. Exchange bot the building and stock of Page Bros., dealers in grain, flour and feeds.

Viroqua, Wis.—Our store building, which is adjacent to our elvtr., was totally destroyed by fire recently. Our elvtr. was not damaged. The building is being rebuilt a third larger than before.—Fred Eckhart Co.

Milwaukee, Wis.—At the election on Apr. 5 of the officers of the Chamber of Commerce, W. A. Hottensen was elected pres.; G. W. Kruse, vice-pres.; A. L. Johnstone, 2nd vice-pres.; H. A. Plumb, sec'y-treas. John V. Lauer, Geo. Weschler, L. J. Keefe were elected to the Board of Directors; Carl Houlton, Matt Kleser, F. J. Phelan to the Board of Arbitration; Thos. Corcoran, S. G. Courteen and H. H. Peterson to the Board of Appeals.

Milwaukee, Wis.—The Board of Directors of the Chamber of Commerce recently adopted the following ruling: That it is a violation of Section 11 of Rule 32 for a firm at Milwaukee to pay a so-called brokerage on a purchase at an outside point, where the seller is a principal and is selling the grain in his own name for shipment to Milwaukee. In that case the seller is not acting as a broker, and the transaction is not a brokerage transaction. The rebating of a portion of the purchase price under the guise of a "brokerage," therefore, is clearly an evasion of the requirement of the commission rule that the full commission must be protected in purchasing grain at an outside point for shipment to Milwaukee.

Millers Oppose Price-Fixing Bill.

The Millers National Federation, in a circular letter to the trade, under date of Mar. 19, urges every miller to oppose by communicating with his representatives in Congress the bill offered by the "Com'te of 22" farm leaders.

Pres. Sydney Anderson of the Federation declares "for the first time it is proposed that the equalization fee shall be assessed against the mills upon the processing of wheat, and upon the mills, therefore, is imposed the entire obligation and expense of recouping the equalization fee by a deduction in the price paid for wheat. Inasmuch as the equalization fee is only assessed upon the processing of the commodity, that portion of the crop which is exported will pay no equalization fee. Just how it is expected that this discrimination can be sustained at law or worked out in practice remains a mystery.

"The bill will destroy all the existing bases of value predicated upon protein content and so far as it is possible now to see will eliminate future trading altogether.

"The cooperatives with whom contracts are made by the Board will necessarily have a monopoly of the exportation of wheat, as no private exporter can compete with an agency whose losses are guaranteed and paid through an agency of the United States Government.

In effect, the bill assesses a tax against the individual units of the milling industry amounting to the equalization fee upon all the wheat milled by them, presumably to be recouped in

the price and to be used for the payment of the losses resulting from purchases and sales of wheat made by cooperative associations with whom contracts have been made by the board and which are private corporations, are not agencies or instruments of the Government, have no public obligation, perform no public function, and have no public responsibility.

"It is inconceivable that a proposition so outrageous and so lacking in the simplest elements of fundamental justice, and so utterly devoid of legal or constitutional warrant can be seriously considered by any Committee of Congress, to say nothing of ever becoming a law."

Albert K. Tapper Heads Boston Exchange.

Albert K. Tapper has been elected pres. of the Boston Grain & Flour Exchange. In Boston, where transportation plays such a large part in the activities of the grain trade, Mr. Tapper is peculiarly well fitted for this position. For many years he has made a study of transportation conditions as they affect grain, flour and feed interests, and his knowledge of railroad transportation in New England is unexcelled.

Mr. Tapper started in the grain business in Boston in 1889 when he entered the employ of D. K. Reed & Son. A year or so later he became a member of the original Boston Chamber of Commerce and was known as the youngest member at that time. He was present at the laying of the corner stone of the old Chamber of Commerce building on Milk and India streets, known today as the Boston Grain & Flour Exchange Building, and in 1892 took part in the ceremonies connected with its opening.

At the time of the consolidation of the Chamber of Commerce with the Merchants Ass'n in 1909, Mr. Tapper was one of the few that raised objection to the merger. For years afterward he worked consistently for separation of the bodies, believing each trade needed an organization for its own interests. With the organization of the Boston Grain & Flour Exchange in February, 1925, his contentions were approved. Each body has been more successful since the separation.

Mr. Tapper was for years the chairman of the transportation com'te of the grain board of the Chamber of Commerce and was at one time vice-pres. of the board. With the formation of the new exchange he was appointed chairman of the com'te on transportation. He is a member of the National Industrial Traffic League, representing New England's grain, flour and feed trade, works on the Com'te on Diversion and Reconignment, and has served on the Com'te on Demurrage and Storage. He assisted in the organization of the New England Traffic League and was long a charter member.

In his new position Mr. Tapper has the interests of the Boston Grain & Flour Exchange at heart and the well-wishes of associates and a multitude of friends to back him.

Elevator Construction in Russia.

The State Bank proposes to erect during 1926 a net of elevators, according to an article in the Anglo-Russian News, Feb. 12, 1926. In Northern Caucasus the elevators will have a capacity of 6,100 tons; in the Ural district, 4,900 tons; in Siberia, 12,200 tons, in addition to a proposed elevator at Armavir with a capacity of 24,000 tons.

The bank also proposes to erect a large elevator at Tuapse with a capacity of 32,000 tons and at Feodosia with a capacity of 16,000 tons. These elevators are to be built within the next three years.

The Gosplan has asked the State Bank to erect also an elevator at Petropavlovsk in the Cossack Republic.

The Khlebeprodukt proposes to build 27 elevators, the Gostorg 6, and the Selskosoyuz, 2.

Supply Trade

The advertiser gets the business of the new buyers.—Class.

Chicago, Ill.—The Standard Scale & Supply Co. has leased a three story building at 1840 S. Michigan Av.

Jamestown, N. D.—Elevator operators in this section who have not already installed air truck dumps will do so soon.—Star Elevator Co.

Fargo, N. D.—In order to take better care of our increasing business in this section, we have opened an office in this city.—Younglove Const. Co.

Buffalo, N. Y.—Maurice R. Hart, who has been with the Morse Chain Co. for many years, serving both in the production and sales department has been appointed manager of this district. His office will be located in the Ellicott Square Bldg.

Wichita, Kan.—Catalog No. 32 of the White Star Co. is just off the press, and every grain elevator operator who contemplates the installation of new equipment should have it in his file. A copy will be sent to Journal readers who write requesting it.

Chicago, Ill.—Bulletin 205 just issued by Weller Mfg. Co., illustrated, gives complete information relative to the use of Weller Bucket Elevators in the construction of some of the country's most notable projects. A copy of this bulletin will be sent upon request.

St. Louis, Mo.—Announcement has been made of the purchase by the Fulton Bag & Cotton Mills of the plant of John T. Miliken & Co., which will be converted into a bag manufacturing plant. The Fulton organization will concentrate its St. Louis activities in the new plant.

North Platte, Neb.—Mrs. W. H. Cramer passed away after a short illness on her birthday March 10, 1926. She was 37 years old and leaves to mourn her passing two young sons and her husband, W. H. Cramer, owner of the W. H. Cramer Construction Co. She was very well known throughout the state of Nebraska as she was prominent in Civic and Women's Club work.

New York, N. Y.—The elimination of the confusion caused by thirty wire and sheet metal gage systems now in use in this country is to be brought about as the result of a conference held on March 18, 1926, in the Engineering Societies Building, New York, and attended by representatives of twenty-five organizations interested in all phases of the subject, which includes wires, sheets and tubes of metals of all kinds.

Kewanee, Ill.—The Kewanee Implement Co. has just issued an attractive folder giving complete information relative to its truck lifts and accessories. This is the season of the year when every elevator operator should look to his dumping facilities and make sure they are in proper condition to handle the season's business. This folder together with other informative literature will be sent to Journal readers upon request.

Humboldt, S. D.—The L. D. Wait Co. was chartered on March 22 to carry on a business of grain elevator construction, repairing and supplies for grain elevators, with offices at Aberdeen, Sioux Falls, and this city. This company will carry on the business of L. D. Wait of Armour, who has been engaged in grain construction in South Dakota, Iowa, Minnesota, and Montana for the last 12 years. The new company is headed by H. W. Wait, W. R. Larson, vice-pres.; E. L. Wait, sec'y and treas., and Roy Patterson, general manager. E. C.

Carey and Ray Patterson of Aberdeen, who were formerly associated with L. D. Wait, are also interested in the company.

Minneapolis, Minn.—The "Yellow Book" Catalog E-26, published by R. R. Howell & Co., shows a very complete line of elevator machinery, equipment and supplies. This firm not only manufactures considerable machinery itself, but also jobs leading lines of other companies so it is in a position to give good service consistently. Large stocks are always maintained to permit immediate shipment. Among the supplies catalogued are the Howell line of roller feed mills; corn shellers, crushers, gasoline and kerosene engines, electric motors; Kewanee Truck Lifts; dumps, buckets, Gerber Distributing Spouts; dump Scales and Richardson Automatic Scales. The "Yellow Book" is free to elevator architects and engineers, contracting builders of grain elevators, and owners and operators of elevators who are readers of the Grain Dealers Journal.

Earl C. Moss, consulting engineer and Chicago manager of the Morse Chain Co., reports having had very satisfactory business from the grain trade during the past three months, with an unusual number of good prospects for the near future. He reports having received from the Folwell-Ahlskog Co. of Chicago, orders for the silent chain drive equipment for the Rock Island Elevator at Council Bluffs, the Kansas Missouri Elevator at Kansas City, and the drives required in remodeling the Burlington Elevator at St. Louis. Above includes three doubles reduction silent chain elevator head drives. He makes a suggestion to our readers who have had silent chain drives in operation in their elevators over a period of years, that it would be wise to give them an inspection and order any necessary repair parts or renewals at

this time, in place of waiting until fall, as this would, in a majority of cases, prevent unavoidable delays in making shipments and installations when the fall shipments were being received. The large elevators who have had chain drives in service for a period of eight or ten years will doubtless find renewals necessary and we believe the suggestion made is a good one for all concerned.

The Caldwell Car Spotter.

Said to represent the demand for a small self-contained and compact motor-driven unit, a new vertical-capstan electric car spotter, called the Caldwell Car Spotter, has been announced by the H. W. Caldwell & Son Co.

The name "Car Spotter" has been adopted because, in addition to being pulled, a car must be "spotted." Grain elevator operators invariably speak of "spotting cars." Thus, this name is more definitely descriptive of the principal use for the machine.

Altho this Company has been manufacturing various types of car spotters (or pulleys) for more than 35 years, its latest machine differs from any of those previously produced in several points, the most important of these being its essential newness of design. Simplicity of operation is also claimed; and it is said to sell at a very low price.

Twenty pounds pull on the capstan, it is asserted, will serve to move a ton of weight on a straight track—3 minutes' time with this machine sufficing, usually, to do work that two men used to require 30 minutes to do not nearly so well.

It would appear that there is no end to the uses for this machine which apparently has been designed to fit in with the fast pace which modern industrial methods exact today. New applications are springing into use at a rapid rate. Many of these manifold uses are made possible



The Caldwell Electric Car Spotter.

through the 360 degree working radius of the capstan, a feature which further permits the reduction of hand labor necessary in various types of pulling and hauling jobs.

This car spotter seems to be quite simple to operate. One merely attaches one end of a rope or cable to a car, or other object to be moved, winds several turns of the other end around the capstan and turns on the power.

Two sizes are announced by the manufacturers of this unit. The smaller size has a speed of 40 to 60 feet per minute, while moving one, two or three cars; and the larger size will move between three and six cars, at the rate of 26 to 42 feet per minute. That this car spotter is rugged of build and compact in form is borne out by its simple yet sturdy construction, as shown by illustration herewith.

The upper bearing of the vertical capstan shaft is especially long, to take the pressure from the rope pull. The capstan has a large flange on the lower edge, the radius of which allows it to fit over the end of the bearing. This reduces the bending moment of the shaft.

A cut steel spur pinion mounted on the motor shaft meshes with a cut cast iron spur gear on the worm shaft. The worm is of hardened steel, integral with the shaft, running in roller bearings, and with a ball bearing for taking up the end thrust. These bearings are mounted in a cast iron frame, which is bolted to a cast iron center, and there is a bronze thrust washer between the hub of the worm gear and the lower bearing of the vertical shaft.

The Caldwell Car Spotter has a very unique automatic oiling system composed of two reservoirs, an upper and a lower. The spur gear running in the lower reservoir, brings up the oil with it which is provided with an oil sling next to the housing, which prevents the oil from being thrown out onto this side into the housing joint; but on the other side it is thrown all over the worm gear.

The worm gears, running in the lower reservoir, are lubricated in two ways: first, by the oil thrown by the spur gears over onto it; and secondly, by the worm dipping into the circulating oil. This also lubricates the radical and thrust bearing of the vertical shaft. Three pet cocks are provided to regulate the oil level. A grease cup is provided for the upper bearing of the vertical shaft.

Winter Injury to Wheat Greater Than Disease Loss.

Winter injury to wheat causes nearly as heavy losses to that crop as do all wheat diseases combined, says the U. S. Depart. of Agri. The acreage of winter wheat annually abandoned, largely because of winter-killing, averaged 9.9 per cent during the 23-year period from 1901 to 1922, inclusive, according to Circular No. 378, "Comparative Hardiness of Winter-Wheat Varieties," just issued by the department.

During the 14-year period from 1909 to 1922, inclusive, frosts or freezing caused an average loss of 3.5 per cent of the wheat crop and plant diseases 3.9 per cent, according to crop correspondents of the department.

With a view to developing winter-wheat varieties of greater hardiness, investigations were conducted at 26 experiment stations in the United States and Canada during one or more of the six years from 1920 to 1925, inclusive. In the experiments 45 winter-wheat varieties and strains were grown in uniform nurseries.

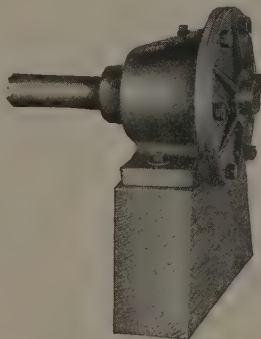
Data as to comparative hardiness show that the varieties Minhardi, Buffum No. 17, Min-turki, and Odessa are considerably more cold resistant than the standard Kharkof used as a check. Padui, Turkey (Minn. No. 1488), and Beloglina are somewhat more hardy than Kharkof. Kanred and Nebraska No. 60 are probably slightly harder than Kharkof. Nebraska No. 28 and Blackhull are much less winter hardy than Kharkof. The results obtained in these experiments are being used as a basis for breeding wheats to combine winter hardiness with other good qualities.

The Beyl Backstop.

With the rapid extension of the electric power lines, spreading like a net across the grain belt of the country, we find the electric motor coming into more extensive use as an individual drive in grain elevators.

Motors driving the grain elevator legs from a compact unit in the cupola are ideal. They eliminate the extra expense of an engine house, a number of bearings, shafts and cluttered belts which are both dangerous and spacetakers on the work floor. Motors have one drawback: they will not hold the loaded cup belt when the power goes off or when it is necessary to clean out a chokeup which happens sometimes in the most carefully operated elevators.

Backstops designed to prevent backlegging of cup belts have for the most part failed to ap-



The Beyl Backstop.

peal to the country elevator man. Some were poorly designed mechanically, others cumbersome in size, and those that could be recommended for use were too expensive for the elevator.

In July, 1923, patents were secured by the Link Belt Supply Co. for the manufacture of the Beyl Backstop. Like the Beyl Clutch put on the market by the same concern, it is an ingenious device which might well pay the elevator man to investigate when searching for inexpensive improvements to lessen his troubles and labor.

The inventor has departed from the old lever design of backstops, where the load has been held by applying pressure to a rim of large dimension.

The Beyl Backstop is small, not much larger than a heavy bearing. In fact it is a bearing replacing one of the head shaft pillow blocks, thus cutting down costs immediately on a new elevator. Its mechanism consists of two milled tooth plates; one a part of the bearing and the other engaging on a feather key the instant the head shaft turns the fraction of an inch in the opposite direction. When locked, it holds with a strength many times that of the shaft, releasing instantly when the shaft turns forward again. Medium body engine oil is placed in the backstop from a plug in the top, thus making it a self-oiling bearing at all times.

Another ingenious feature is an attachment which goes with the Beyl Backstop. This attachment releases it entirely from engaging should the operator desire to pull down his belt to replace any buckets at the work floor.

One of the interesting shop experiments made on this Backstop was the dropping of two tons suspended from the rim of a forty-eight inch head pulley mounted on the same shaft. After fifty continuous tests the hoisting cable broke. The Beyl Backstop was then taken apart but no signs of the operation were detected. This was an extreme test. The load was many times the actual load on a grain elevator leg, because it dropped six inches before being engaged by use of a friction clutch coupling.

The Backstop has not only been applied to grain elevator legs, but to those handling coal, ice, barrels and heavy packages. Wherever there is a possibility of serious accident from the failure of power, this device acts as a sure and instantly automatic lock.

Increasing the Cost of Purchases by Farmers.

The rapid growth of installment selling which has now reached a peak of \$5,000,000,000 annually, is reflected in a preliminary survey made by the Department of Domestic Distribution of the Chamber of Commerce of the United States. The Department estimates that 17 per cent of the entire amount of consumer goods sold at retail are disposed of in this manner and the trend is still upward. The Farmer's Loan and Trust Co. estimates that \$3,293,411,878 worth of automobiles, washing machines, vacuum cleaners, phonographs, furniture, pianos, jewelry and radio apparatus are sold on the installment plan. At a meeting in December, 1924, three hundred companies representing 90 per cent of all automobile financing, were organized as the National Association of Finance Companies. A principal objection to installment sales has been based upon the added cost to the consumer of merchandise bought in that way.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—
NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

**HESS WARMING &
VENTILATING CO.**
1207 So. Western Ave.
CHICAGO

Grain Carriers

Chicago, Ill.—The National Industrial Traffic League offices have been moved to more commodious quarters in the Garland Bldg. —H. J. Beek, executive sec'y.

Proposed reductions in grain rates between Oklahoma and New Mexico have been suspended by the Interstate Commerce Commission from Mar. 29 to July 27, pending investigation.

Washington, D. C.—Proposed grain rate reductions between Oklahoma and New Mexico have been suspended by the Interstate Commerce Commission from Mar. 29 to July 27.—P. J. P.

Surplus serviceable equipment for the period ending Mar. 15 was 81,771 box cars, 72,214 coal cars, and 198,854 all freight cars, reports the American Railway Ass'n. Practically no car shortage was recorded for the same period.

Southwestern industrial organizations have petitioned the Interstate Commerce Commission to dismiss the petition of the carriers in the western district for increased freight rates and create a separate rate group in the southwest.

Winnipeg, Man.—The Canadian Pacific railroad reported its intention of lifting the embargo against loading grain to lake head ports and milling companies and elevators at Winnipeg about Apr. 10. Navigation is expected to begin about Apr. 20.

Grain and grain products were loaded into 40,518 cars during the week ending Mar. 20, an increase of 245 cars above the preceding week, 6,236 above the corresponding week of 1925, and 2,726 cars over the same week of 1924, reports the American Railway Ass'n.

Operation of the Rogerson cut-off brings the Twin Falls section of Idaho 325 miles nearer San Francisco. This rail line built from Wells, Nev., to Rogerson, Ida., opens a new route for grain and puts San Francisco on a distance parity with Portland on grain from this section.

Washington, D. C.—The House Com'te on Coinage, Weights and Measures has favorably reported out the Vestal decimal weight bill (H. R. 4539) which seeks to establish the standard of weights and measures for mill products, namely, flours, semolina, hominy, grits, and meals, and all commercial feeding stuffs.

Loss and damage claims paid by the railroads during 1925 declined 19.7% compared with 1924, according to figures compiled by the American Railway Ass'n, placing last year's total at \$38,772,097. During the past 5 years loss and damage figures have been consistently reduced, 1925 being 59.9% lower than 1921.

Payrolls of the 201 class 1 railroads will be increased by approximately \$500,000,000, it is estimated, should the wage plan demanded by employees win in all branches of railroad service. Negotiations have started between railroad officials and representatives of the conductors, switchmen and trainmen unions.

Evansville, Ind.—River and rail terminals will be erected here on the site of the Melrose Milling Co. Following the building of the terminal and the completion of the locks and dams along the Ohio river, the federal government will establish a steel freight barge line along the Ohio river, operating between Pittsburg and Cairo, Ill.—C.

The percentage of unserviceable freight cars, which was reported as high as 13.1 per cent in 1921, was gradually but consistently reduced during the years 1922 to 1925, until it reached an average of 7.7 per cent in 1925.

The percentages of unserviceable cars were, respectively: 12.8 per cent in 1922, 8.0 per cent in 1923, 7.8 per cent in 1924, and 7.7 per cent in 1925.

Fredonia, Kan.—Discrimination by the railroads on flaxseed in favor of Minneapolis was alleged by S. H. Wiley, pres. of the Fredonia Linseed Oil Works Co. at a hearing before the Interstate Commerce Commission in Kansas City. He declared Fredonia has to pay 20½ cents per 100 lbs. more freight on seed from South Dakota, than Minneapolis.

Cleveland, O.—The largest sale of freight vessels ever made in this city was consummated Mar. 27, when the Interlake Steamship Co. sold 7 ships to the Patterson Steamship Co., Ltd., of Port William. This gives the latter company a fleet of 12 vessels with total tonnage listed at 48,000. The boats are destined for the coastwise grain shipping trade.

St. Louis, Mo.—Protests of the St. Louis Merchants Exchange and other civic organizations caused abandonment of the plan to make Cairo, Ill., the southern terminus of the upper Mississippi River barge lines. This leaves St. Louis the junction point between the lower Mississippi service and the proposed line from Minneapolis and St. Paul.

Port Colborne, Ont.—Repairs are being made to the Welland Canal, which will be completed in time to permit opening of navigation by the normal date, Apr. 15. Workmen are repairing a leak in the bank, caused by a fissure in the rock, and dredging operations are proceeding at Welland junction, where earth slides caused some damage.

Kansas City, Mo.—Complaint has been filed by the Southwestern Millers League against the rule of the Union Pacific on Kansas intrastate traffic governing the application of rates on mixed carloads of grain products. All Kansas lines at present, with the exception of the U. P., have mixed carload rates which authorize the application of the carload rates on each commodity in a mixed carload of grain products.

Ottawa, Ont.—Submissions on the part of the Quebec Harbor Commission made by L. Arthur Cannon, before the Board of Railway Commissioners, requested application of an 11.75 cent per bu. rate on wheat from Armstrong to Quebec over the Transcontinental railroad, a distance of 958 miles. He based the case on the Crows Nest Pass agreement which he contended should govern rates on grain and flour moving from western points to the east.

Wichita, Kan.—The Southern Kansas Grain & Grain Products Ass'n has petitioned the Interstate Commerce Commission to reopen docket 17159 and for permission to amend the complaint. Southern Kansas grain interests object to the transit privileges granted Missouri river points by the M. P. and R. I. railways on grain from southern Kansas thru the Missouri river and reshipped to Arkansas, Louisiana and Texas, including gulf ports for export.

Kansas City, Mo.—A 3-cent differential on grain from southern Kansas, Oklahoma and Texas to Galveston, over New Orleans, would cause congestion at the Galveston, where sufficient elevator capacity to handle large volume is lacking, testified Frank A. Theis, of Simonds-Shields-Lonsdale Grain Co., at the hearing before the Interstate Commerce Commission here. Speaking of the congestion at Galveston in 1921, he said "The port was tied up and the lesson was a costly one as the price became depressed."

Portland, Ore.—The petition now before the Trans-Continental Rate Bureau that an emergency rate be granted on damaged wheat from the middle west to the Pacific Coast, is opposed by the Portland Chamber of Commerce which insists such a rate

would injure coast growers and shippers. The northwest particularly has a surplus of feed cereals and hopes to dump them on the coast states by having the rate lowered from 79½ cents to 50 cents, according to W. D. B. Dodson, gen'l manager of the Chamber.

Washington, D. C.—A majority of the Rivers and Harbors Com'te has favorably reported to the House the omnibus bill which contemplates aggregate expenditures of \$36,201,500 in river and harbor improvements, including \$1,350,000 for the completion of a 9 foot channel in the Illinois river from Utica to Grafton.

Eighteen co-operative farm organizations of Colorado and the Public Service Commission of Oregon have asked the Interstate Commerce Commission to establish lower freight rates on farm products, declaring no legislative relief was in sight for the farmers. Claim was made that the carriers have failed to meet the requirements of law in their attempts to justify proposed increases in rates.

Washington, D. C.—In the rate increase case the counsel for the western railroad commissions stated that carriers are receiving 4.12 per cent on their value, and that since they are losing on the passenger business their return on freight traffic must be substantially more than 4.12 per cent; and that of the freight business the products of agriculture form only 22.89 per cent while they supply 29.06 per cent of the revenue. The argument is that the increase needed to yield the carriers a fair return should come from some other source than agricultural products.

Chicago, Ill.—The 2d annual meeting of the Mid-West Shippers Advisory Board will be held at the Edgewater Beach Hotel on Apr. 13. A detailed forecast of the agricultural, business and industrial activities and of the transportation requirements of the Mid-West for the next 3 months will be made, this forecast to include an economic survey of production and distribution for the second quarter of this year in the entire territory covered by the Board, the states of Illinois, Iowa and Wisconsin and part of Indiana and Michigan. At this meeting officers for the coming year will also be elected.

St. Louis, Mo.—A hearing set for Apr. 9 under docket 7871 of the Southwestern Freight Bureau considered grain rates from points in Illinois to points in Texas. It proposed to cancel the application of proportional rates on grain and grain products from interior points in southern Illinois on the I. C., M. & O., Mo. P. Mo.-Ill., and W. C. & W. railroads between East St. Louis and Cairo, Ill., to points in Texas, also Texarkana, Ark.-Tex. Proportional rates from interior mill points are not of any particular use since transit privileges are accorded at these points whereby the grain moving from local stations to the mill points is forwarded to final destination at the thru rate from the local origin, which would be less than the local rate to the mill point plus the proportional, but elimination of the proportional from interior points will clear up this situation.

The weight of hogs received at Chicago for the week ending Apr. 3 was 250 pounds, average, the heaviest in 50 years, against 228 lbs. a year ago, reflecting the abundance of corn and the low price of the cereal.

Lewistown, Mont.—The Montana Wheat Growers Ass'n voted to cease business, at a recent meeting here. The organization was formed in 1921 and operated again in 1922. Then it suspended for a year. The assets will be converted into cash and a final distribution made to stockholders. The promoters must have become ashamed of their game.

1,575,937. Grain Elevating Conveyor. Carl L. Jhoten, Arriba, Colo. The shaft of the boot pulley drives a governor that opens and closes the gate feeding the grain into the boot buckets.

1,576,318. **Sack Handling Mechanism.** Ira T. English, Portland, Ore. The sack emptying machine has in combination a conveyor, a sack holder on the conveyor engaging the closed end of open sacks while they pass around the discharge end of the conveyor in an inverted position.

1,577,395. **Automatic Scale.** Harvey Simmons Velch, Jr., Charleston, S. C. The beam carries an automatically movable weight carrying an indicating gear train actuated in either direction, while the totalizing gear train carried by the weight is adapted to be actuated by the weight in one direction.

1,576 360. **Car Unloader.** Henry Richardson, Passaic, N. J. The unloader embodies a tiltable car carrying bridge and a hopper to receive grain discharged from the car, means adapted to be interposed between a car on the bridge and the receiving hopper to substantially close the space therebetween and thereby confine within the hopper dust from the discharging grain.

15,785,655. **Conveying Apparatus.** Lewis A. Atkinson, Oak Park, Ill., assignor of 49/100 to Augustus T. Perkins, Chicago, Ill. The device is a combination with an endless belt conveyor, of a self-propelled tripper comprising a carriage, pulleys journaled thereon around which the belt passes, and means engageable with said belt for transmitting power therefrom to the carriage.

1,578,686. **Grain Door.** Jos. A. Schmitz, Chicago, and Adyn E. Schuyler, Evanston, Ill. The combination of a lower destructible closure member of the door includes an intermediate splicing section and lapping end sections lightly secured to the intermediate section, and an exterior upwardly extending wrench bar secured to the splicing section, the wrench bar being detachably anchored to the car floor and detachably connected at its upper end with the car frame adjacent the side of the door opening.

1,578,989. Device for Drying Corn, Herschel J. Harrel, Hedrick, Ia. The drier is a lazy-long construction comprising a plurality of

pivotaly connected bars having outer pointed extremities extended beyond the pivot points of the adjacent bars, the adjacent bars providing stops for the corn positioned on the pointed extremities, and a stop to prevent movement of the bars past their operative position in their operative positions.

1,577,547. **Grain Door.** Theophilus Vincent Stralka, Colgate, N. D. A wear plate adjacent to the lower end of the door has an outstanding flange and a rearwardly extending flange. A vertical rod extends thru corrugations of sheet metal to afford hand grips, the rod having its ends bent to prevent the rod from moving with respect to the door, an inwardly extended flange at one end of the door and adapted to move behind one of the flanged members to hold the door against outward movement, and the forward edge of the door adapted to move behind the opposite flange member of the door.

1,577,372. **Car Seal.** John Seline and Albert Duncan Ferguson, Calgary, Alberta. The seal includes a seal strip and joined sealed sections thereon, consisting in the application to the strip of a serial number and the application to each of the seal sections of a number having a certain relation to the first named number whereby disagreement between the numbers on the sections or disagreement of the numbers on both sections with respect to the serial number will be evidence of tampering.

1,578,690. **Storage Bin.** Karl D. Stearns, Cleveland, assignor to the Stearns Conveyer Co., Cleveland, O. The bin comprises an upright, cylindrical wall, a cross wall disposed within the lower part of the upright wall, and a conically shaped cross wall disposed within the upper part of the upright wall, the cross walls co-operating with the upright wall to form dead and live storage hoppers respectively, the live storage hopper having overflow openings through which material may be discharged into the dead storage hopper.

1,577,725. **Trough Belt Conveyor.** Frank Jones, Salt Lake City, Utah, assignor to Inland Engineering Co., of Illinois. In combination with a flexible belt of a main frame are a plurality of angularly disposed revoluble members for supporting the belt, a transverse frame member on which the revoluble members are supported, brackets longitudinally adjustable on the main frame, and brackets depending from the transverse frame and pivotally secured to the first mentioned brackets, whereby the angularly disposed revoluble members may be adjusted longitudinally of the belt and also rotatably adjusted about a transverse horizontal axis.

1,578,469. Elevator. Geo. B. Read, Bloomington, Ill. In combination with a hoist are side portions provided with a travel way therein, a

head member provided with a travel way therein, side members connecting the head and boot, provided each with travel ways therein registering with the travel ways, respectively, in the head and boot members, a plurality of disconnected cog units disposed within the continuous travel way formed by the connected boot head and side members, buckets connected at intervals of the reach, formed by the abutting cog units, a sprocket wheel, co-operating with the cog unit train, adapted to cause the same to be advanced within the travel way

1,575,060. Combined Car Seal and Lock. Chas. A. Nash, Astoria, Ore., assignor of two-thirds to Richard B. Hyman. The seal comprises a casing, a guide arranged in longitudinal alignment with the casing, a lock bolt slidably mounted within the guide for movement into and out of the lock casing, the inner end of the bolt having a notch formed therein, a dove-tail guide in the casing disposed at right angles to the path of travel of the bolt, a dove-tail locking tumbler slidably mounted within the dove-tail guide, the lower end of the tumbler being inclined upwardly toward the free end of the bolt, spring means normally urging the tumbler in engagement with the bolt and into the notch, the casing having a key hole therein, and the tumbler being provided with a key bit receiving notch.

1,575,873. **Semiautomatic Weighing Apparatus.** Camoron McGregor Sykes, Birmingham, Eng., assignor to W. & T. Avery, Birmingham. The weighing mechanism comprises in combination a steelyard, a poise weight mounted on and traversable along the side steelyard, an automatic resistant, an indicator connected to the resistant, a chart co-ordinated with the graduations of the steelyard and adapted to co-operate with the indicator, the chart affording an indication of the required setting of the poise weight to counterbalance the major order of the load, a pendulous resistant in connection with the steelyard, an indicator connected to the pendulous resistant, a chart adapted to co-operate with the indicator and affording an indication of the minor order of the weighment, means whereby the load acts independently upon each of the resistants, and means connected to the poise weight for indicating the major order of the weighment, the weight indication being disposed in co-relation with the chart for indicating the minor order of weighment.

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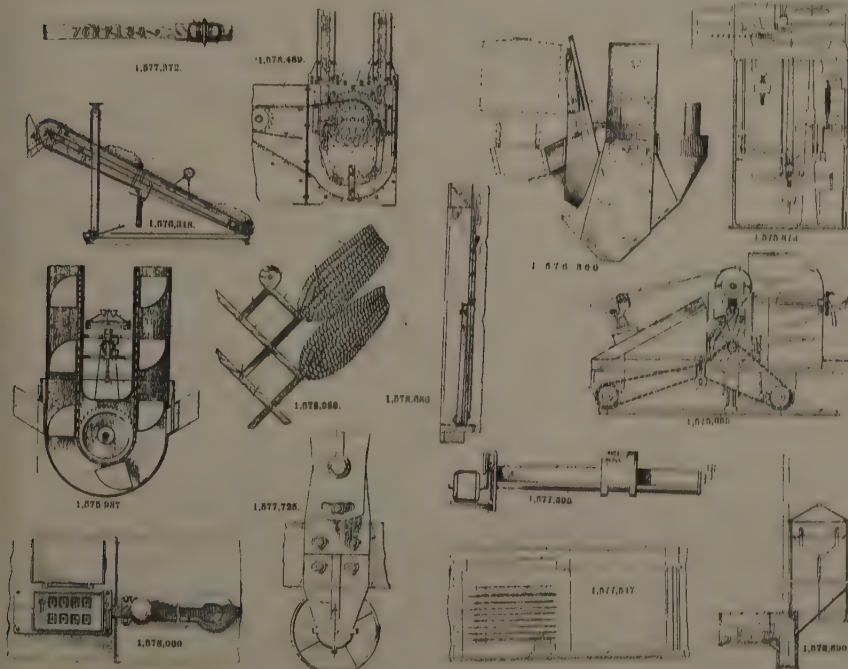
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Supreme Court Decisions

Warehousemen.—Warehouse Act, § 18, excusing warehouseman for liability for refusing to deliver goods pending determination of adverse claims, does not apply to controversy wherein warehouseman asserts claim of title adverse to that of claimant.—*Caswell v. Baker & Co. District Court of Appeal, California, 243 Pac. 28.*

Insurance.—Public warehouseman, liable under Comp. St. 1922, § 7225, to owner of grain stored for loss thereof by fire, may recover therefor from his insurer, though owner was paid for loss by insurer of stored grain, as such insurer would be subrogated to owner's rights.—*Calnon v. Fidelity Phenix Fire Ins. Co. Supreme Court of Nebraska, 207 N. W. 528.*

Elevator on Right of Way Personal Property.—Where lease of site for elevator on railroad right of way treated improvements that might be made as personalty, and where original lessee sold elevator as personal property to judgment debtor, such elevator was subject to sale and execution as personal property.—*Glenn v. W. C. Mitchell Co. U. S. Circuit Court of Appeals, 9 Fed. (2d) 599.*

"Shipper's Load and Count."—In action by assignee of bill of lading against carrier for destruction of goods delivered to carrier, notation on bill of lading, "shipper's load and count," does not overcome plaintiff's prima facie case, but merely indicates that defendants received shipper's load and count and issued Bs/L accordingly.—*First Nat. Bank v. Mo. Pac. Ry. Co. Kansas City Court of Appeals, Missouri, 278 S. W. 1075.*

Rejection Because of Market Decline.—Where proof showed a marked decline in price of sorghum seed between time sales contracts were made and time cars were received, and that buyer accepted two cars and rejected three cars, evidence that seed in all cars was of the same quality had material bearing on question whether buyer rejected seed on account of quality, and was properly admitted.—*Griffin Grocery Co. v. Richardson, U. S. Circuit Court of Appeals, 10 Fed. (2d) 467.*

Collecting Undercharge.—Where a shipper ships goods to a consignee over a railroad whose rates are fixed by a public body, and such rates are made obligatory upon the railroad, and a mistake is made in the rate charged, and the shipment is delivered to the consignee before such mistake is discovered, the carrier may recover the difference in the rate paid and the rate required to be paid, from the shipper. In such case it has the option to sue either the shipper or consignee, unless it has made a binding contract to the contrary.—*Gulf, M. & N. R. Co. v. Riverside Brick & Mfg. Co. Supreme Court of Mississippi, 107 South. 193.*

Warranty of Seed.—Buyer of barley seed was not entitled to consequential damages, where his drivers continued to receive and plant it after discovering breach of warranty of quality, in view of Civ. Code, §§ 2020, 2295, 2316, 2320, 2332, and section 2319, subd. 1; they being his agents and having information as to quality of seed ordered. In action for breach of warranty of barley seed where plaintiff was nonsuited but after admitting he received barley defeated defendant on counterclaim for contract price thereof on claim that it was worthless, he was not entitled to nominal or general damages, which he first claimed at time of oral argument, since defendant's defeat on counterclaim was in effect general damages for breach of warranty of quality of personal property as provided in Civ. Code, § 3313.—*Daley v. Irwin, District Court of Appeal, California, 243 Pac. 443.*

Loss and Damage Claims Reduced.

Loss and damage claims of the railroads in the United States in 1925 were reduced to one-third of what they were in 1920, with a net saving last year of \$83,072,186 over 1920.

At the same time 70% of all claims were settled within 30 days; 83% of all claims were settled within 90 days. At the close of 1920 the total number of unsettled claims was 542,293. At the end of 1925 the total was only 204,962. The number of claims was reduced 117,967 in 1925, as compared with 1924. The number of claims pending was reduced 23,697.

One of the outstanding achievements has been the great reduction in losses by theft and robbery. Compared with 1920, these claims were reduced 88% and in 1925 theft losses were 34.5% less than in 1924.

Figures which include all claims paid for freight which disappeared under circumstances indicating theft show claim payments as follows: In 1920, \$12,875,000 (est.); 1921, \$9,924,747; 1922, \$4,806,720; 1923, \$3,117,484; 1924, \$2,276,995; 1925, \$1,492,451. A consistent reduction is noted for the 5 years.

International Grain Grading Conference.

At Montreal, Que., Wednesday, Mar. 31, and Thursday, Apr. 1, conferences were held between H. J. Besley, in charge grain division, Bureau of Agricultural Economics; Edward J. Murphy, of Washington, D. C., associated with Mr. Besley; Rutherford T. Miles, in charge general field headquarters of federal grain supervision, Chicago, and John H. Frazier, federal supervisor of the New York division, all representing the United States government, and A. A. Bowen, chief grain inspector at Montreal, together with Mr. Boyd, chairman of the Board of Grain Commissioners, Mr. Beattie, sec'y of the Montreal Board of Trade, and 5 of the 7 members of the Grain Standards Board for the Eastern Division of Canada.

The sessions were held in the directors' room of the Board of Trade, and the matter under consideration was the grading of United States grain shipped from Canada, English and Italian buyers having informed the Department of State that United States grain shipped from the port of Montreal is not up to United States standards.

The Canadian inspectors grading the wheat out of the elevators into holds of the ocean steamers do not assume to place on the certificate of inspection the United States designation of grade, but some of the grade designations do resemble the names employed in the federal system of grading, and as the inspectors certify the grain to be "of United States origin" the buyers believe the grades should be the same as the corresponding ones out of Portland, Boston, New York or Philadelphia.

The Canadian government inspectors are not subject to the supervision of the U. S. Department of Agriculture, as are all the inspectors at United States ports of export; and are under no obligation legally to place the same interpretation on the grade designations as is done on the United States seaboard. The amber durum of the Montreal inspectors legally might be different from the amber durum of the New York inspectors. The purpose of the conferences is to remove all causes for complaint by co-operation of the officials in the Dominion and the States in grading all grain exports uniformly.

Railroad Claims Collected

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. R. I. & P. supplement 24 to tariff 31408-I. C. C. No. C-11066, effective Apr. 26, renames participating carriers.

C. & A. supplement 20 to tariff No. 2-1, I. C. C. No. A-1676, effective Apr. 10, gives industries and switching charges on the C. & A. at Chicago.

I. C. supplement 36 to tariff 601-J, I. C. C. No. A-10025, effective May 5, makes certain advances in wheat and corn rates from or to stations in Iowa.

C. R. I. & P. supplement 33 to tariff 22000-I supplement 31 to I. C. C. No. C-11168, effective Apr. 20, reduces certain rates from and to Waukegan, Ill.

C. R. I. & P. supplement 2 to tariff 19690-I. C. C. No. C-11504, effective Apr. 30, reduces the arbitraries to be added to the rates of wheat and corn at Walco, Ark.

E. B. Boyd supplement 4 to Circular No. 1-I. C. C. No. A-1644, of Western Trunk Line, effective May 3, gives ratings on various grain products, seeds and articles taking the same rates.

I. C. supplement 35 to tariff 601-J, I. C. C. No. A-10025, effective May 4, gives certain advances and reductions in wheat and corn rates to and from stations on the Great Northern R. R. in South Dakota.

C. & E. J. supplement 13 to tariff 60, I. C. C. No. 144, effective Apr. 25, gives rules governing milling and malting in transit privileges of grain and grain products at stations on the C. & E. I. railway.

I. C. supplement 59 to tariff 1537-G, supplement 49 to I. C. C. No. A-9865, effective Apr. 22, shows reductions in grain and grain products rates on the Indiana Division. Various reissues are shown.

I. C. supplement 60 to tariff 1537-G, issued Mar. 19, suspends supplement 59 to Ill. C. C. No. A-748, rules and rates on cotton seed products and articles taking the same rates, as regards creating reductions and advances.

A. T. & S. F. supplement 12 to tariff 7481-I. C. C. No. 9952, effective May 1, gives various reductions and advances in rates on flour and corn meal from various stations in Kansas, Colorado and Oklahoma to Memphis, Tenn., and New Orleans, La.

C. St. P. M. & O. supplement 5 to tariff 3500-G, I. C. C. 4549, effective Mar. 15, establishes rates of 13 cents on wheat, 11.5 cents on barley, corn, oats, bran, middlings, oil meal, etc., from St. Paul, Minneapolis to Austin, Chaseburg, Coon Valley, Stoddard, Viroqua, Westly, Wis.

I. C. C. Activities.

Cancellation of joint rates on grain and grain products from points on the L. A. & S. L. destinations in Louisiana, Oklahoma and Texas was not justified according to the Interstate Commerce Commission decision in I. & S. dock 2508.

Reparation was awarded the Hasenwinkler-Scholer Co. for misrouting of a car of corn to the Rock Island from Spirit Lake, Ia., to Buffalo, N. Y., reconsigning at Bloomington, Ill., moving thru La Salle at 50.5c when the rate thru Peoria was 40c per 100 lbs.

The rate on cereal products from Oakland, Cal., to Logan, Utah, was found unreasonable and prejudicial in docket 17118. *Albers Bros. Milling Co. vs. Southern Pacific et al.* Reparations were denied because complainant was unable to prove payment of the rate.

Grain and grain products rates from Ohio and Mississippi River crossings and points taking same rates to Florence, Sheffield and Tusculum, Ala., were found unduly prejudicial, the reparation was denied in docket 16029, *Florence Chamber of Commerce vs. I. C. et al.* Complaints alleged the rates violated the long and short haul clause.

Ohio Senators Oppose Discrimination Against Regular Dealers.

The protest by the Cincinnati Chamber of Commerce against limiting the dissemination of marketing information has brought replies from the Ohio Senators showing that members of the upper house are taking a sane view of class legislation.

Senator Frank B. Willis writes:

Dear Mr. Schuh:

I have your letter signed by yourself and numerous other members of the Grain and Hay Exchange of Cincinnati relative to Cooperative Marketing Bill.

I think the position you take with reference to this matter is very fair indeed, and your point that if the Federal Government is to finance this project the information obtained should be generally distributed. This seems to me only fair. If it is a project which the farmers, themselves, finance, of course, it is their own affair, and the information they secure should belong to them, but if it is obtained from the funds of the general taxpayer, it is to be information which ought to be generally accessible.

Senator Simeon D. Fess writes:

My dear Mr. Braun:

I have your communication of March 31, signed by sundry individuals, giving your opinion of the co-operative marketing legislation.

This bill has not yet reached the Senate, and I have not had the opportunity of going into the details of it. I am, therefore, unable to give you an opinion as to its merits. On a general principle, I am in favor of expanding of the co-operative feature for agriculture. There is a general desire in both branches of Congress to consider favorably some relief for agriculture. My only concern is that we shall be able to avoid unsound proposals and confine ourselves to what is economically wise.

Germany's Drawback System.

The German market for breadstuffs has been hard to figure upon this year. This has been partly due to the general depression in business, partly to the large domestic production of rye, and partly to the re-establishment in October last of the compensatory trade and drawback system. Under this system anyone who exports over 1,100 lbs. of rye, wheat, and certain other grains can obtain a certificate which allows him to import an equivalent value of these grains without payment of an import duty. There are somewhat corresponding provisions in connection with the export of flour and other grain products.

Under these provisions producers or dealers in Eastern Germany can export to Scandinavian countries, for example, and obtain the world's competitive price in those countries, while the certificates can be used to cover imports into Western Germany. If the eastern producer had shipped his products to Western Germany the high rail freights would have made his return lower than the export price he obtained, while the western consumer loses nothing since he obtains a corresponding value of foreign wheat free of duty. This system is making Germany again quite a factor in the export market, particularly in the earlier months of the season, but the general depression and the larger supplies of rye are making it quite uncertain as to the extent to which Germany may import wheat during the balance of the crop year.—*Grain Trade News.*

National Industrial Traffic League to Meet.

The program for the spring meeting of the National Industrial Traffic League in the Hotel Statler, Detroit, Mich., Apr. 21 and 22, has been prepared. Among the discussions and reports of interest in the grain trade are:

Report of the Bill of Lading Com'tee, by W. R. Scott, chairman.

A discussion of "Requiring Carriers to Notify Consignees at Points Other Than Billed Destinations" in the report of the Classification Com'tee, by R. G. Kreidler, chairman.

The report of the Diversion and Reconsignment Com'tee by H. D. Rhodehouse, chairman, particularly "Order Notify Shipments Billed to Allow Inspection."

An important feature of this meeting is the discussion of legislative matters. Several bills before Congress need the attention of the League and sentiments expressed will have much to do with their passage or rejection.

Change in I. C. C. Procedure.

Rule XIII of the Interstate Commerce Commission's Rules of Practice has been amended so that when any matter contained in a report or other document, not a tariff schedule, on file with the Commission is offered in evidence, such report need not be marked or produced for identification. In other respects provisions in subdivision (a) of this rule applies.

In case any portion of the record before the Commission in any proceeding other than the one on hearing is offered in evidence a true copy of such portion shall be presented for the records, unless the party offering same agrees to supply a copy later at his own expense; the portion is specified in such manner as to be readily identified; the parties represented stipulate that such portion shall be incorporated by reference; or the presiding Commissioner or examiner directs such incorporation. Of course, any such portion is subject to appropriate objection. Copies of documentary exhibits offered as evidence must be furnished opposing counsel, unless the examiner directs otherwise.

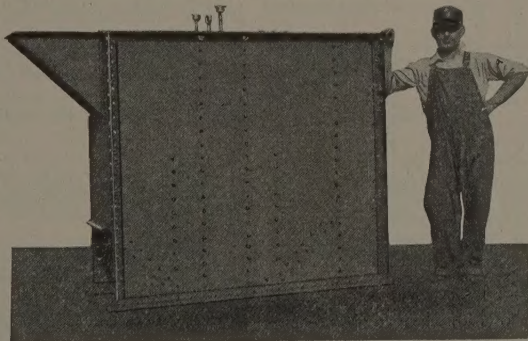
When matter contained in a tariff schedule on file with the Commission is offered in evidence, it need not be marked or produced but must be specified with particularity. This is then received subject to check by reference to the original tariff. If distances are offered in exhibits they must also show the authority therefore and, by lines and junction points, the routes over which the distances are computed.

New Freight Service to Europe and United Kingdom.

Chicago capital is backing the Great-Lakes Trans-Atlantic Steamship Line which started the first of the year when it opened an office on the river in Chicago. Negotiations were made for the purchase of ocean going vessels capable of traversing the St. Lawrence River and the locks of the Welland canal and yet carry full cargoes across the Atlantic. This line expects to give regular fortnightly freight service between Chicago, the home port, and ports in the United Kingdom, Continental Europe and on the Mediterranean. It was hoped to begin the first trip on Apr. 17, but ice in the Straits of Mackinac will delay sailing until May 1. Thereafter a boat will leave every 2 weeks. Cargo has been fully booked for the first trip.

Ten steamers, each 260 ft. with 3,500 tonnage, have been purchased and now lie in the shipyards at New York awaiting the opening of navigation for the trip to Chicago. M. J. Layden, Jr., vice-pres. in charge, has been busily engaged in preparing for the inaugural trip, which will take in Liverpool, London, Le Havre, and Hamburg.

Successful maintenance of such service will have an immense influence on Chicago as a port and is sure to turn considerable grain for export thru Chicago channels. It should reduce materially the cost of transporting grain from lake ports to European ports.



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Keep the bearings in machinery well-oiled that fire may not start therefrom and burn the elevator.

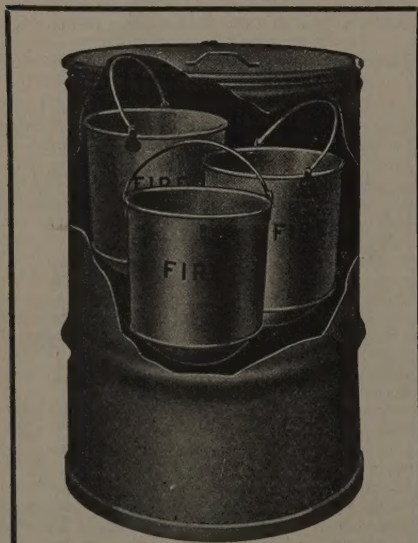
A method for making dumps operated by compressed air do double duty has been devised by the Avoca Elevator Co., of Avoca, Nebr. An air hose is attached to the system and used for cleaning out its motors and inflating the tires on customers trucks and cars. By thus thoroughly cleaning the motors the fire hazard is greatly lessened.

Albuquerque, New Mex.—J. J. Fitzgerald, ass't sec'y of the Grain Dealers National Mutual Fire Ins. Co., was taken from an east bound train passing thru here Feb. 25 while suffering from the influenza and pneumonia. His many friends in the trade will be pleased to learn that he has fully recovered and will start home April 10th.

Flames from the backfire of gasoline engines can be rendered harmless by attaching a large iron pipe to the air intake of the engine, so that the flame will extinguish itself inside the iron pipe. Complete instructions for the installation of this inexpensive attachment are supplied by the Mutual Fire Prevention Bureau. It does not affect the operation of the engine.

When a bearing recently caught fire in the elevator of Flanley Grain Co. at Council Bluffs, a single pail of water put it out. No damage was done. But if it hadn't been for some one's watchful eye and a handy bucket of water great damage must have resulted and the elevator would have been shut down at least for some time. The value of a bucket of water in the nick of time cannot be overestimated. Keep water barrels filled and handily located.

Hamburg, Germany.—The National Grain Handling Co. (Deutsche Getreidehandels-gesellschaft m.b.H.) was organized on Feb. 22 with nominal capital of 50,000 reichsmark, three-fifths provided by the German Farmers Buying Corp. (Bezugsvereinigung der Deutschen Landwirte) and two-fifths by the Kali-Potash Syndicate and the Nitrogen Syndicate. The new organization will study market conditions and support the abnormally low rye prices in Germany by buying, selling and even importing grain, which will entail leasing of warehouses.



FIRE BARRELS filled with solution of Calcium Chloride provides better protection for your elevator and reduces your insurance rate. Write for particulars.

CARBONDALE CALCIUM CO.
CARBONDALE, PENN.

\$9,377,250 Can Be Saved by Inspection Before Closing.

BY H. C. LEE OF MUTUAL FIRE PREVENTION BUREAU.

The largest cause of loss on our records, both in number and amount, is that of Unknown. We have records of 1,264 losses from unknown cause, totalling \$12,503,800.00 insurance on the property destroyed. In our opinion at least 75% of those losses could have been prevented if a careful inspection of the property had been made before locking up for the night.

Without doubt a great number of the unknowns are really caused by hot bearings. In a former article we dealt with the bearing hazard. A thorough examination of each bearing in an elevator before locking up for the night should be understood to be part of the operator's regular duties.

We have just had a case reported which illustrates what the regular nightly inspections may find. An elevator operator in North Dakota went home at night without looking the house over and also without turning out the electric lights. He had left the extension light burning in a bin of wheat. On coming to work in the morning he smelled smoke and soon traced it to the bin. The grain was smoldering and if it had not been found just when it was we would have had one more unknown loss on the books.

Every electric installation, either light or power, should have a cut out switch by which it is possible to cut off all current in the building except in the entrance wires as far as the cut out switch. One of the last things done before closing a mill, elevator or warehouse for the night should be to pull that switch. If every one did it the fires from unknown causes would be fewer.

Another thing to be checked up on before leaving is the fire, both in the stove and under the boiler, if there is one. Fires should not be left. They should be put out, or a man detailed to stay and watch them. We sometimes have losses caused from stoves in potato warehouses which have been left burning with no one to watch. If the property involved is worth leaving a fire for, then it is worth watching.

All windows and doors should be securely fastened to keep out sparks, tramps and mischievous boys. Any one of these three is capable of causing much trouble.

In an elevator it would take not more than 15 minutes and usually less to go over the entire plant before locking up. In a mill it would take longer but even then the time consumed would be small compared to the possible benefits. Every owner should insist that such an inspection be made.

Examine the bearings, see that windows and doors are fastened, be sure that there are no smoldering fires either inside or outside the property, and disconnect the electricity. Doing those things conscientiously will eliminate the majority of unknown fires. A great saving for so small an amount of work!

Pool Offer for Elevators Jug-Handled.

The offer made by the Canadian wheat pool for the elevators of the Saskatchewan Co-operative Elevator Co., as published on page 345 of Mar. 25 number, is criticized by the Saskatchewan Elevator Co. in a memorandum to its stockholders, pointing out that the payments to be made are only equal to what the profits of the operation of the elevators might be annually.

The pool itself stands behind only the payments to be made in 1926, 1927 and 1928, and does not accept any responsibility for default by its subsidiary known as Pool Elevators.

The down payment of \$500,000 is believed to be insufficient.

Improvement in the quality of Wisconsin hay is sought in a standardization campaign put on by the Wisconsin state Department of Markets.

North Dakota State Mill Registers Biggest Loss.

A net loss of \$50,312.54 was written in red on the books of the North Dakota Mill & Elevator at Grand Forks, for the month of February last. This is the largest loss the plant has sustained since the present administration took charge.

With the exception of only 3 months out of the past 14, during which the present administration has directed activities, the plant has consistently shown a heavy loss. This has grown heavier, according to the seasons.

The record of profit and loss as reported by months to the North Dakota State Industrial Commission is as follows:

1925.	Loss.	Profit.
Jan., Feb. and March.....	\$ 61,540.73	
April	37,422.29	
May	41,796.16	
June	35,900.09	
July	29,587.83	
August	2,417.24	
September		\$26,057.5
October		20,441.7
November		16,272.2
December	40,943.09	
1926.		
January	35,178.93	
February	50,312.54	

Total

Thus the net total loss for the 14 months is fixed at \$273,534.99.

Losses during 1925 were \$188,043.52. Losses to Mar. 1 in 1926 were \$85,491.47, well on the road to far surpass the loss in 1925.

Taxpayers feel sure it will not take long before the plant chalks up a total loss of \$1,000,000.

Only 2 units of the plant are in operation, the present administration having abandoned the durum unit after it had so conclusively proved it could not be made to pay that even the stubborn politicians became convinced.

The record of this North Dakota industrial enterprise throws the spotlight on the inefficiency of government in business more effectively than previous efforts because the plant is in competition with successful private enterprises and comparisons may be made to judge its worth.

Books Received

SINGLE-BATH HOT-WATER AND STEAM TREATMENTS of Seed Wheat for the Control of Loose Smut, by V. F. Tapke, associate pathologist, Bureau of Plant Industry, gives the results of investigations in this connection, the methods of applying and resultant effects. Illustrated. Department Bulletin No. 1383, United States Department of Agriculture, Washington, D. C.

DUST CONTROL IN GRAIN ELEVATORS is a compilation of the more recent inventions by engineers for the prevention of dust explosions as demonstrated by installations in a number of terminal elevators visited by the compiler of the pamphlet. The greater part of the pamphlet is devoted to the application of indirect suction. By tests made at the grain elevators visited and by experiments at the Department of Agriculture Experimental Farm at Arlington, Va., the authors, Hylton R. Brown and J. O. Reed, engineers of the Bureau of Chemistry, were able to suggest modification of the dust collecting devices already successfully in use that made them more efficient without leading to loss of grain. An interesting study is published on air velocities for lifting corn, oats or wheat, and a formula is worked out for ascertaining all dimensions of hood. Floor sweeps, vacuum cleaners and roof ventilators are described. This Bulletin, 1373, is valuable as concentrating information not scattered in trade journals and engineering reports. Paper, 48 pages. U. S. Dept. of Agriculture, Washington, D. C.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

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Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size 5 $\frac{1}{4}$ "x8 $\frac{3}{4}$ ".

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309 S. La Salle Street

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J. A. KING, President

A Legal Reserve Mutual Fire Insurance Company

Lightning Protection

PAYS FOR ITSELF IN ACTUAL CASH

THE initial cost is very small and the saving in the cost of your insurance means many extra dollars in your pocket every year. Your insurance company or this office will be glad to give you standards for such protection and to estimate your savings in cost of insurance.

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Fire and Tornado Insurance covering Elevators and contents and Residence Property.

Our Cash Dividend has averaged 50% for 23 years.

Warehouse and Fidelity bonds placed with a reliable Mutual.

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HIGH WINDS

Damage by high winds is covered by a wind-storm policy but the policy specifically states the assured must protect his property against further damage. Therefore, do not neglect loosened iron cladding or torn roofing. Make repairs promptly and avoid further damage for which you are responsible.

C. A. McGOTTER
Secretary
Indianapolis
Indiana



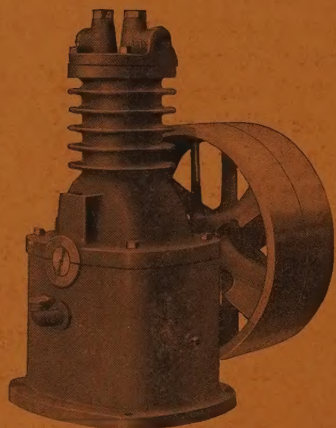
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DEPARTMENT
J.M. Keeline Mgr.
Omaha, Neb.

Include lightning protection in your repair program

Kewanee

All Steel Truck Lift

Powered with a Compressor built with Ford size parts—hence repairs can be had quickly and cheaply anywhere



All the principal wearing parts are standard Ford motor size. Hence they can be inexpensively replaced at any Ford service station.

The piston, rings, wrist pin, connecting rod, connecting rod bearing, intake valve, etc.—these are the parts most likely to need replacing in any compressor. We make this a simple, quick and inexpensive job by building the Kewanee compressor with standard Ford size parts.

This is the only compressor built especially for truck lift and country elevator service.

Its large bore and short stroke mean less power is required to run it.

Crank case can be drained without removing compressor from its base.

Head can be turned quarter way around, eliminating extra elbows in piping.

Kewanee was the first to build an all-steel truck lift: Kewanee was the first to build a truck lift with roller bearings: Kewanee pioneered and patented the safety device. And now we are giving you this better compressor.

And these other Kewanee features:

All Steel:

A Kewanee is all steel except the platform. The frames are of **steel** and slide up and down, smoothly and easily on **steel** roller bearings. The first Kewanee ever built is still on the job.

Roller Bearings:

In the Kewanee Lift the (raising) inside frames slide up and down on steel roller bearings which are permanently caged into the corner angle posts of the outer frame. Hence less air is required to raise and lower a Kewanee.

Riveted Steel Air Tank:

With a Kewanee you get a **riveted steel air tank** instead of the cheaper welded tank furnished with many truck lifts.

Low Installation Costs:

A Kewanee reaches you in 4 major units—completely assembled. That relieves you of the trouble and expense of assembling. **And truck dumping equipment takes the same freight rate whether set up or knocked down.**

You don't need to build costly inclines nor make expensive alterations in your driveway.

The average Kewanee job can be installed in less than two days' time by any handy man with a helper.

Ask for special plans showing how trucks, wagons and sleds can be dumped into either side of a divided pit with **one Kewanee Lift.**

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Kewanee, Illinois

Southwestern Distributors
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